

May 23 1969 2/6

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Hill's fifth Monaco—Martini to Craft—Indy qualifying

50



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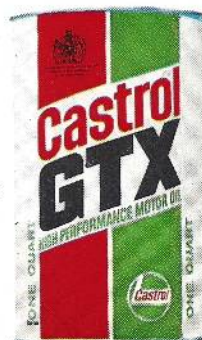
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper 23 May 1969 Volume 38 Number 21

editorial

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RIGHT THING, WRONG WAY

AS forecast on this page last week, aerofoils were banned before the Monaco Grand Prix last weekend. The sequence of events leading up to the enforcement of the ban is fully discussed in *On the Scene* on page 11, so suffice it to say that, as Paddy McNally points out, it would seem yet again to be a case of the CSI doing the right thing in the wrong way and at the wrong time, once more expecting entrants and manufacturers to fall in with their demands at ridiculously short notice—although as it happened the forebodings of some that cars with their suspension set up to allow for wings would be dangerously unstable without them proved happily unjustified.

Now that aerofoils have actually gone, it seems that few will mourn their passing. In our *Correspondence* page this week we publish a letter from Jochen Rindt which he wrote while convalescing after his Barcelona accident, and this leaves no doubt as to the opinion on aerofoils of this top-line driver at least.

In fact, despite the aerofoil affair, the Monaco Grand Prix ran true to the form books. The Matra MS80 in the hands of Jackie Stewart was still the fastest thing on the track; Chris Amon was still going very quickly in the Ferrari, but was still plagued by mechanical misfortune; and Graham Hill was still showing how much of his race driving ability is bound up in his incredible reserves of determination and stamina, going on to score an unprecedented fifth win at Monaco.

It was a very interesting result, with three Lotuses in the first four and a worthy drive by Dickie Attwood, hero of this race last year and this time standing in for Jochen Rindt *chez* Lotus. Let us hope that the man who was second this year has more good fortune during the rest of the season than did the man who was second last year, for Piers Courage drove the race of his life on Sunday, thoroughly justifying the faith Frank Williams has in him and finishing only 17 secs behind Hill after 80 laps' racing.

With the cancellation of Spa, the Formula 1 teams now have an unusually large gap of almost five weeks before the next round of the World Championship at Zandvoort on Saturday June 21. There will be no aerofoils there, either, although there will be a meeting between everyone concerned to finalise the official position on aerofoils. What there almost certainly will be at Zandvoort will be some four-wheel-drive cars, which just might mean that this Dutch Grand Prix will be as significant in modern Grand Prix history as was the same race two years ago, when the late Jimmy Clark scored the first win for the V8 Cosworth-Ford DFV engine.

our cover picture

On his way to scoring a fantastic fifth win in perhaps the toughest of the season's Grands Prix, Graham Hill swings his Lotus 49, naked of aerofoils, round the Station Hairpin under pressure from Jean-Pierre Beltoise in the second Tyrrell Matra MS80 during last Sunday's Monaco Grand Prix.

Photo: Peter Burn.

pit & paddock

USAC/SCCA merger? Alpines win Montlhéry First 1969 TransAm to Mustang

Amalgamation talks

Steps are being taken in the USA towards a merger between the two major controlling bodies of sport, the United States Automobile Club (USAC), who broadly speaking are responsible for Indy-style racing, and the Sports Car Club of America (SCCA), who run European-style road racing, CanAms, Formula A and so on, as well as club racing. Negotiations are only in the earliest stages, so it is difficult to guess what the effects of such a merger would be, although the clubs obviously hope to ease some of the anomalies in the US calendar.

4wds at Zandvoort

The Matra four-wheel-drive Grand Prix car, the MS84, will not use Matra's own complex transmission which the French firm were working on as long ago as November 1967, with hydraulic drive to the front wheels; instead the car will use a Ferguson-based system. The Dutch Grand Prix at Zandvoort may now see the *début* of all three 4wd Formula 1 cars which are now nearing completion—the Lotus 63, the Matra MS84 and the McLaren M9A.

Coupes de l'Île de France

The works Alpines of Jean-Pierre Jabouille and Patrick Depailler hastened north after Saturday's Monaco F3 race for Sunday's Coupes de l'Île de France meeting at Montlhéry and scored a sweeping 1-2 victory; they spent the whole race side by side or nose to tail and both recorded the same race time, Jabouille just leading Depailler over the line. A clear 14 secs behind this convincing demonstration Jean-Pierre Jaussaud was third in his Tecno, 11 secs ahead of Hervé Bayard's Matra MS5. John Gillmeister's Lotus was fifth ahead of Albert Badani in the K2. Jean-Pierre Cassegrain's BT28 retired with low oil pressure.

Michel Martin won the supporting G4/G6 race in the Ford France GT40 from

Dominique Martin (Porsche 907) and Robert Buchet's Porsche 910; ski idol Jean-Claude Killy retired his Alfa Romeo T33, but Guy Ligier pleased the crowd with the wheel-lifting antics of his Alan Mann-built Escort TC.

F2 news from BMW...

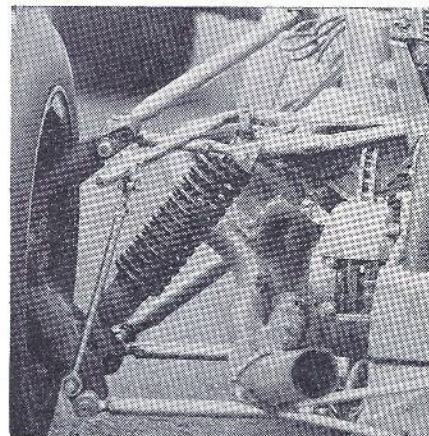
Dieter Quester will have his first-ever Formula 2 drive at Zolder on June 8 in a works BMW, having made his name in BMW hill-climb and Group 5 saloon cars. The Bayerische firm are taking F2 very seriously nowadays, and are rapidly getting their new Dornier-built monocoque sorted; Quester's entry is one of three for the Belgian race, the other two being for Jo Siffert and Gerhard Mitter. Hubert Hahne is now leading the European F2 Championship for non-graded drivers for BMW, but he will not be at Zolder, which is not a championship round.

Brabham...

Frank Williams' new Formula 2 Brabham BT30 for Piers Courage is expected to be ready for the next F2 meeting at Zolder in Belgium, which has been moved back a week to June 8 to take over the date of the cancelled Belgian GP. The BT23C that Piers has been using so far this season, BT23C/16 (Bordeu's car in the Temporada) has been bought by Alistair Walker, who is keeping his Tecno as well. Malcolm Guthrie has also taken delivery of his BT30, and his 23C is for sale.

... and de Tomaso

Jonathan Williams has tested the monocoque Formula 2 De Tomaso, and hopes to run at Zolder on June 8 should the team's 1969 FVA engine be delivered on time from Frank Williams. Jonathan also hopes to have his first outing in the new Serenissima 308 3-litre Group 6 car at the Nürburgring 1000 Kms on June 1. His codriver is likely to be Manfred Mohr.



A Matra without a driveshaft tells the tale of Stewart's Monaco retirement, which has allowed Hill to close to within 3 pts of the Scot in the Championship chase.

TransAm opener to Parnelli

Amid a drama composed of filthily wet conditions and a lap scorer's mistake, Parnelli Jones won the Wolverine Four Hours, the first round of the 1969 TransAm Championship at Michigan on May 10, in a Bud Moore Mustang, taking the lead when Mark Donohue pitted towards the end in the Penske Camaro for a further change of tyres. In fact Donohue received the winner's spoils, and Jones was only declared the winner five hours later. Jerry Titus (Pontiac Firebird) was third from Bob Tullius (AMC Javelin) and Dick Lang (Camaro). A similar mistake confused the winner of the 2-litre class, which was eventually declared to be Fred Baker's Porsche 911.

This was the first non-single-seater race at the new Michigan International Speedway, and was marred when Horst Kwech's Mustang went off at 120 mph and careered into a spectator area, killing one man and injuring 12 others. Some reports said he was forced off line by another car. The rain eased after the first hour and most cars had to change to dry-weather tyres; Pete Revson's Mustang retired from second place behind Donohue after blowing a tyre and spinning off to stick fast in a glutinous mud patch beside the track.

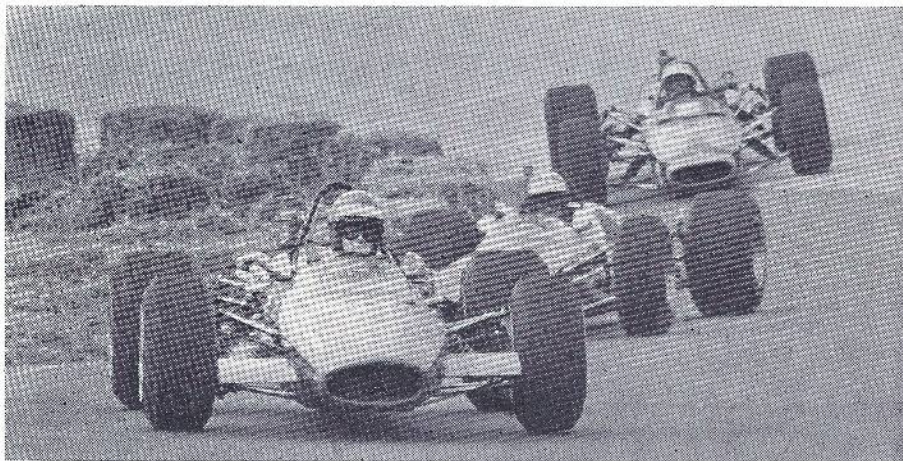
Finnish F3

The first F3 international of the Finland season at Keimola on May 11 was won by Jonas Qvanström's Brabham BT21 after first Freddy Kottulinsky's new Lotus-Holbay 59 had retired with low oil pressure and then new star Torsten Palm, younger brother of rallyist Gunnar, had dropped out when a rod came through the side of his BT21B. Greger Kronegaard, a 19-year-old student, was second ahead of Leo Kinnunen and Gunnar Martinsson.

Swede Egert Haglund in the ex-Wisell Tecno was fastest in practice, and Kottulinsky won the preliminary heat from Qvanström, Palm and Kinnunen. Ulf Svensson was having a miserable time with his new BT28, having filled the tank with diesel fuel and having difficulty in getting it all out of the fuel lines, but he finished sixth in the final behind Ole Vejlund's Grundig Tecno.

NASCAR bingle

Bobby Allison, claiming he had been hit from behind by Cale Yarborough, crashed his Dodge into the retaining wall on the 287th lap of the 291-lap Rebel 400 NASCAR race at Darlington on May 10, and LeeRoy Yarborough (no relation) was presented with a



The works Alpines of Jean-Pierre Jabouille and Patrick Depailler sweep off the Montlhéry banking into one of the straw-bale chicanes during last Sunday's Ile de France meeting, with Jean-Pierre Jaussaud's Tecno in pursuit.

Champion Forum

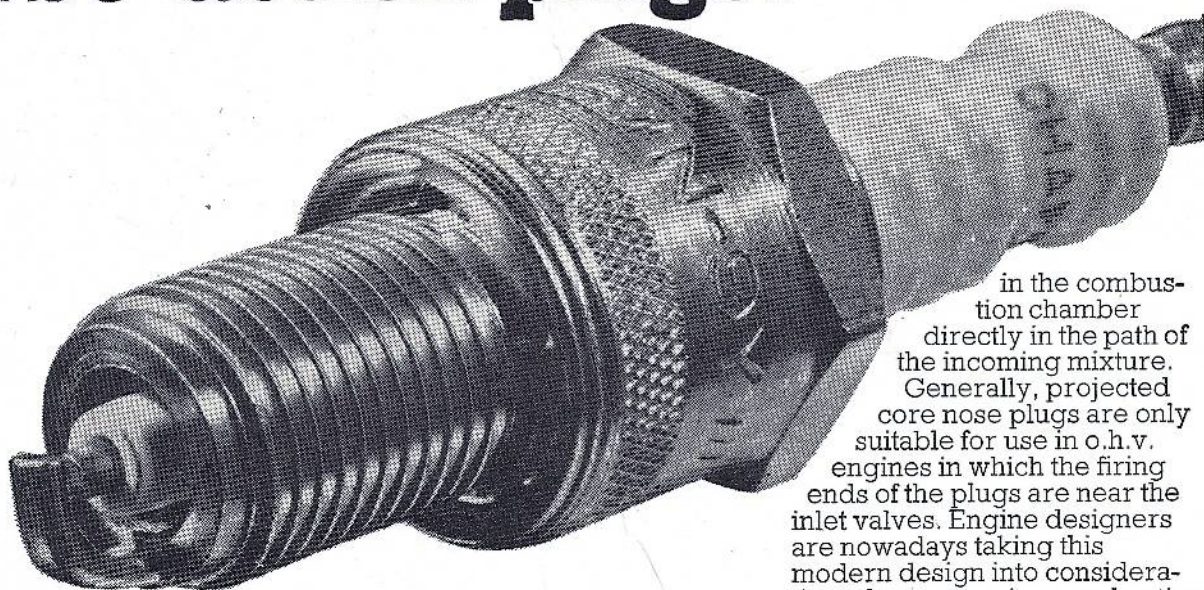
Champion research into ignition and engine performance is a continuous process.

It's linked with the remarkable success of Champion on the great race tracks of the world.

Both aspects of Champion development ensure an unrivalled range of plugs for every application.

We get asked hundreds of ignition questions. Here is the answer to one of them:

"What are the facts about turbo-action plugs?"



During recent years there has been a noticeable increase in the use of spark plugs with an extended insulator nose. This trend represents the acceptance of a principle which was first realised by Champion over thirty years ago.

These plugs are known by various names but Champion prefer to call them 'Turbo-Action' types because this name aptly describes the principle on which they rely for their correct functioning—namely turbulence.

Projected core nose plugs offer advantages at both extremes of engine speed and, as today's motoring tends to be largely a mixture of slow driving in towns and high speeds on motorways, their use is becoming popular.

The principle is not new, having been pioneered by the Champion Company as long ago as the 1920's, but the design was far ahead of its time, because the engines of those days could not make full use of its advantages.

The projected core nose type has a longer heat dissipation path which, if this was the only factor involved, would make it 'a hotter' plug than its equivalent standard type.

What makes the difference is the position of the longer core nose relative to the inlet valve. At high speeds the incoming fuel/air mixture cools the insulator tip, off-setting overheating. It is essential, therefore, to have the insulator nose positioned

in the combustion chamber directly in the path of the incoming mixture. Generally, projected core nose plugs are only suitable for use in o.h.v. engines in which the firing ends of the plugs are near the inlet valves. Engine designers are nowadays taking this modern design into consideration when arranging combustion chamber layout, while many older engines are incidentally suitable for their application. It is advisable to check with either the vehicle or the plug manufacturer before fitting projected core nose types where they are not normally recommended, otherwise damage may result from overheating or from insufficient clearance for the longer insulator and electrodes.



For every ignition question there's a Champion answer.

clear victory in his Mercury. Cale Yarborough, who had been running three laps down behind Allison and denied hitting him, finished second in his Mercury ahead of Paul Goldsmith's Dodge, and Allison was placed fourth. He escaped with bruises and a gashed forehead.

Spa replacements

A new circuit is being built at Nivelles, about 15 miles south of Brussels, and is expected to be ready in time to be the scene of the 1971 Belgian Grand Prix. Next year's Belgian GP will be held at Zolder, which is being lengthened by 2.5 kms; Spa-Francorchamps will probably continue to be used for the 1000 Kms Group 4 and 6 Championship race and the 24 Hours saloon race.

Ferrari return to CanAm

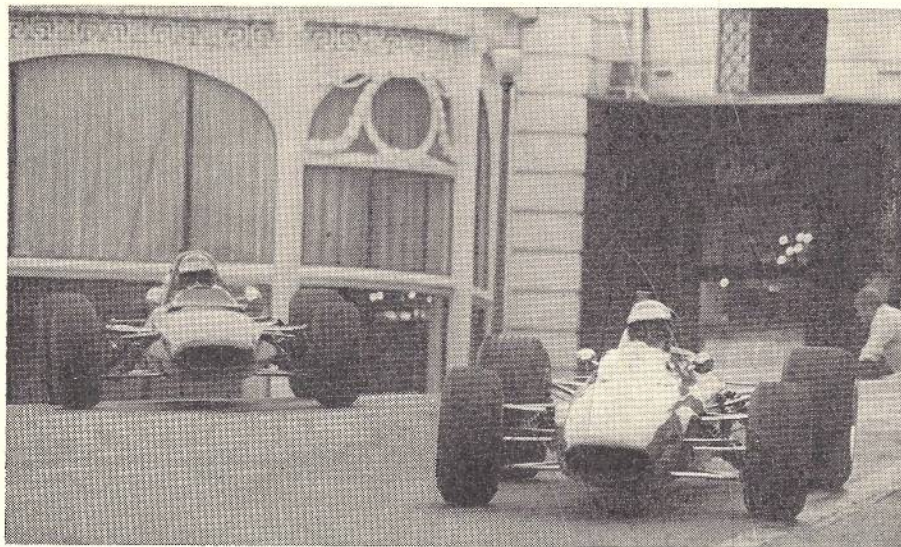
Ferrari will be using their 1968 Can-Am 612P car, which only made one appearance last year, for the opening rounds of this year's extended series which opens at Mosport Park on June 1. It will be running an improved version of last year's 48-valve 6.3-litre engine, which will be fitted to the lighter current G6 312P for the later rounds.

Poole leads

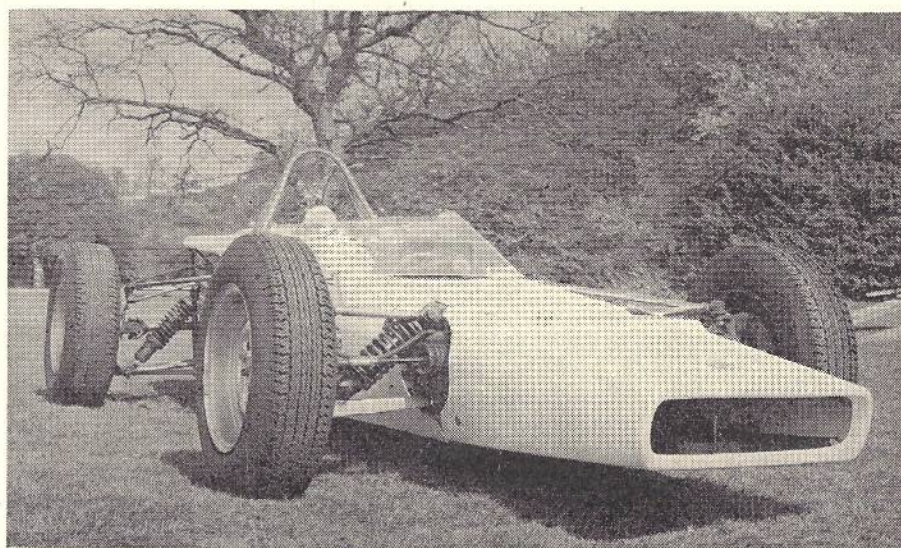
After his 1-litre class win at the Martini Silverstone last Saturday, Alec Poole still holds a narrow lead from Martini winner Roy Pierpoint in the RAC British Saloon Car Championship. Poole has amassed 40 pts with five wins out of five in the Arden Cooper S; Pierpoint, in two Falcons, has scored 38. Third is 1968 champion Frank Gardner on 26, with Chris Craft's three class wins on the trot giving him 24; Mike Crabtree has 22 and Nick Faure 20.

US GP for £89

Motorsport AC of 33 West Barnes Lane, Raynes Park, London SW20 (01-946 1912), who have in the past run trips to Indianapolis, the Mexican Grand Prix and Daytona, are running a trip for their club members to next October's American Grand Prix at Watkins Glen. The four-day trip, with Boeing 707 travel, a day and night in New York, two days on the Canadian border and a visit to the Niagara Falls, plus travel to and from the Grand Prix, hotel accommodation, etc, costs just £89.



Reine Wisell (Chevron) leads Ronnie Peterson (Tecno), both absolutely on the limit, out of the Casino Square during their all-Swedish battle for the lead in last Saturday's Monaco F3 race. Peterson won; our full report is on page 20.



This is the latest version of the Hawke Formula Ford car, the DL2, designed and built by David Lazenby who was with Lotus for eight years. All but one of the dozen men employed by Lazenby at his Waltham Cross premises are ex-Lotus, although Racing Frames make the chassis; four cars have already been sold to the USA and, although Gowings engines are being used at the moment, Hawke intend to offer their own.

Going, going, gone

Fancy a big banger at a knock-down price? At British Car Auctions, Frimley Bridges, Farnborough, Hants, on June 11 four Cooper T86Bs and a T90 will come under the hammer. Two of the T86Bs (last year's Formula 1 cars) are complete with 24-valve BRM V12 engines, the third being engineless, although two other V12 BRM units are also being sold. The T90 is the original Cooper F5000 car, with Mathwall Chevrolet V8 engine.

Belso's Escort

Roy Pierpoint is off to the Danish Jyllandsring circuit on June 1 to take part in a Scandinavian saloon championship race. He will drive the 185 bhp Vegantune Duncan Hamilton Escort TC which Peter Westbury drove at Silverstone last Saturday, and which is also to be driven this year by John Hine and Hamilton's son Adrian.

One of the cars which Pierpoint will be up against will be the new Escort TC of Tom

Belso. The 25-year-old Ford Denmark team leader gave this brand-new car a run at the Martini and finished a creditable fifth overall. It was built by Alan Mann at Byfleet and is similar in many ways to Frank Gardner's car, and uses an engine built at Boreham by Peter Ashcroft; Belso reckons that the extra 15 or so bhp he hopes to tweak out of the engine will be enough to blow off the local Porsches in the Scandinavian championship. He will next be seen in this country at the Brands Hatch 6 Hours next month, when once again he will be entered by Ralph Broad.

New Sports Car Championship rounds

As well as two new Formula 1 World Championship events (the Austrian Grand Prix at the Osterreicherung and the Australian Grand Prix at Warwick Farm), the 1970 calendar will have two new rounds of the FIA Group 4 and 6 Manufacturers' Championship: the Vila Real Six Hours in Portugal, and a six-hour Canadian race in August.

Briefly . . .

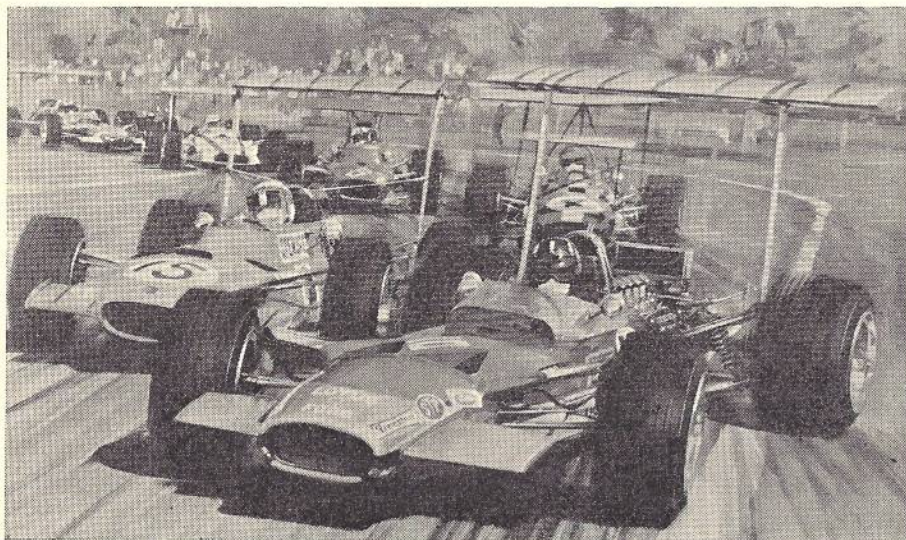
● Following Roger Keele's very worthy performances with the EMC—a rather uncompetitive chassis—in recent F3 races, several orders for engines have been taken by Ehrlich Engineering. New customers include Tim Schenken (Brabham BT28), Peter Gaydon (Tecno), Natalie Goodwin for Cyd Williams' new Chevron B15, and the very promising Peter Hanson (Chevron B15).

● Jo Siffert has declined Jack Brabham's offer to drive one of the Brabham Repco BT25s in the Indy 500 on May 30.

● Brian Bolton, who started his short racing career on no less a car than the ex-Drury V8 Cortina, has bought Jackie Epstein's Lola-Traco Mk 3 coupé and will race it in club events and internationals; the Cortina is for sale.

● G5 exponent Peter Lague is to get sponsorship from the Stratford firm Marshgate Motor Engineers for the rest of the season and 1970; the first changes will be fuel-injection and 12 ins wheels for Lague's blue and white Mini, but next year the *équipe* hope to run two cars, probably 1-litre Minis.

Not so lucky is another G5 driver, Nick



This superb Michael Turner full-size colour print of Hill and Stewart in the Mexican GP last year costs 5s if bought with the coupon on the bottom of Man-Size Scotties tissues, and each Scotties pack has a free colour photoprint of a 1968 F1 car.

Faure, who after some promising drives in the ex-Bradley/Elford Porsche 911 is probably having to give up because of a lack of cash. Anybody willing to sponsor the fastest Porsche 911 about?

● Henri Pescarolo is well on the way to recovery after his nasty Le Mans test session accident, and he hopes to be fit enough to race at Le Mans next month.

● Jock Russell, who crashed his immaculate Lotus-Ford 43 into the Paddock Bend marshals' post during the Brands Hatch F5000 race on May 11, tells us that the cause of the accident has been traced to the bellhousing, which broke as he changed down into fourth for the corner. This caused the gearbox to come adrift and the car started to snake, going out of control. Russell says he has given up racing for good, but he plans to rebuild the car.

● Peter Schetty took the works Ferrari 212E flat-12 2-litre hillclimb car to another victory recently at the Volterra climb in Italy. He set a new course record.

● Rosie's, the Monte Carlo bar beloved of motor racing people at Grand Prix and Monte Carlo Rally time, is threatened with demolition because of a new road programme. The Monaco authorities have apparently refused to grant permission for the bar, officially known as the Chatham Bar, to move to another part of the same block, and Rosie Balbo who runs it is appealing for support from all her clients past and present. She would like you to write to Prince Ranier III, Palais Princier, Principauté de Monaco.

● There will be 11 CanAm rounds this season after all, for the cancelled closing round at Las Vegas has been replaced by an event on the same day (November 9) at the new Texas International Speedway, the latest development of the Michigan International Speedway company, who also now own a majority share in Riverside Raceway.

● This year marks the golden jubilee of the Bentley car, and the Bentley DC are organising a three-day "come-and-go-as-you-please" run for Bentleys, converging from various routes on Oulton Park on June 15, where it is hoped there will be the biggest-ever gathering of Bentleys, vintage, pre-war and post-war. Free petrol is being supplied by Shell; further details from Miss B. M. Gunstone, 76A High

Street, Long Crendon, Aylesbury, Bucks (tel: Long Crendon 233), who can also tell you about the BDC Commemoration Run to Le Mans in September.

● SMART (Stirling Moss Automobile Racing Team), which used to enter an Elan for Sir John Whitmore and an F3 Brabham for Charles Crichton-Stuart, has been revived. It will run two Merlyn FF Mk 11As in the familiar SMART pale green for Brazilian drivers Luiz Bueno and Ricardo Achcar, with the Brazilian colours on the cars' nosebands.

● One of the first customers to place an order for the forthcoming G4 Ferrari 5-litre 512S is David Piper, who was really impressed with the performance of the 312P during his recent drive at Spa.

● We regret to report that Troy Ruttman Jr, the son of Troy Ruttman who won the Indianapolis 500 in 1952 at the age of 21, was killed in a race at the Pocono Raceway in California on May 4.

● Plans are well under way to extend the 1.3-kms La Châtre circuit to 3.5 kms by the beginning of 1971, in time to hold one of the first races for the new 1600 cc F3.

● Graham Bean (Anglia t/c) has a healthy lead in the Player's Gold Leaf Silverstone Clubman of the Year Championship, which takes in every Silverstone clubbie. Bean has 155 pts to the 115 of Bill Nicholson (MGB) and 85 of Reg Hargrave (Imp) and Ted Bunce (Lotus 47).

● At Brands on May 11 Robs Lamplough had his trailer stolen while he was racing. It is a light blue Don Parker trailer with single wheels, and is widened to take Robs' Lotus 43. The trailer was parked below the paddock bar. If anyone can offer any information would they please telephone Robs at 01-937 4933. If the call leads to the trailer's recovery there will be a £5 reward.

● Gold Seal Car Co opened a new Lotus showroom at 253 New Cross Road, London SE14, last week. The opening ceremony was performed by TV comedian Ronnie Corbett.

● Contrary to our recent Spa report, Gerhard Koch and Karl von Wendt are no longer with the German IGFA *équipe*; they have now set up their own team called the BG (standing for Blue and Gold) German Racing Team. IGFA themselves have now also changed their name to *Deutsche Auto Zeitung* Racing, which is the name of a new German monthly motor racing magazine by whom they are sponsored.

● At one stage at Silverstone last Saturday looked as though the G5 race would be run in torrential rain, and Ralph Broad was all set to fit 7 ins Dunlop SP68s to the Broad-speed Escort GTs.

● Californian SCCA Lotus driver Jon Higgins will be doing a season in England and Europe in Formula Ford with a Merlyn-Steele Mk 11A, which will be run for him by AB3 Racing Developments, an Anglo-American organisation which imports and exports racing cars and components.

● John Cannon, who won the wet Laguna Seca CanAm last year with an old McLaren M1C and is successfully racing a Formula A Eagle this year, will be in an 8-litre Holman & Moody Ford-powered McLaren M6B in this year's CanAm races.



Ian McDougall's mechanic Sam Harris, in his first-ever race, had the misfortune to write off his boss' very fast Cooper S at the Mallory chicane last Sunday; here the bonnet flies through the air as the car bounces off the bank.

correspondence

Wings—Jochen Rindt's view

Although the ban on aerofoils became effective from last Friday, we make no apology for publishing this letter sent to us by Jochen Rindt before the ban was announced.—ED.

THIS is an open letter to all people who are interested in Formula 1 racing. I want to demonstrate a few points about the aerofoils which at the moment are used on most of the F1 cars, in order to convince the so-called experts that they should be banned.

Basically I have two reasons why I am against them:

1. Wings have nothing to do with a motor car. They are completely out of place and will never be used on a road-going production car. Please note, I mean wings and not spoilers, which are incorporated into the bodywork. You can say they bring colour to racing, and I cannot argue against that; but after all F1 racing is meant to be a serious business and not a hot rod show.
2. Wings are dangerous, first to the driver, secondly to the spectators. When wings were first introduced to F1 racing at Spa last year they were tiny spoilers at the front and back of the Ferraris and Brabhams. They had very little effect except at high speed, when they were working as a sort of stabiliser. This was a very good effect and nobody thought any more about it until Lotus arrived for the French GP at Rouen a month later with the first proper wing. Suddenly everybody got the message about what could be done with the help of the air; but unfortunately nobody directly concerned gave much thought to what could happen if the wings went wrong, and what effect they would have on racing.

First of all, it is very difficult to design a wing which is going to stand up to all the stresses, because who knows how big the forces are. If you make the wing stronger, it is going to be heavier and therefore produce bigger forces on the construction; you make it lighter and it all goes the opposite way. This is not my wisdom, it all comes from one of the most successful racing car designers. Nevertheless I am sure that after some time—and a few more accidents because of wing failure—this problem could be solved.

Now some personal experience gained by racing with the wing:

The wing obviously works via the airflow over it, and this situation changes rapidly if you happen to follow another competitor; he has the full use of the wing and you yourself have to put up with the turbulence created by his car. This could mean that the man in front is actually going slower than you, but you cannot pass him because, after getting near to him, your wings stop working and you cannot go so quickly. This fact spoils racing to quite a large extent. On the other hand the turbulence can be so great that your car starts behaving very strangely and completely unpredictably.

This, I think, explains Oliver's accident at Rouen last year, and I personally have been in similar trouble very often, but luckily I have always managed so far. You will understand that these two facts stop close racing, which is one of the most exciting things to watch. Therefore it is in the interest of the spectators and the drivers to ban wings.

Let us have a look at the wing if something goes wrong with it. And they do go wrong quite often, but so far nobody has been severely hurt. My accident in the Spanish GP has been the biggest one so far and, through a lot of luck and the safety precautions taken by the Spanish organisers, nothing serious happened. Naturally I will always be grateful to the Automobile Club of Barcelona for lining the circuit with double guardrails and for providing such efficient marshals.

To explain the reason for my accident, I was happily driving round the fastest bend on the track when my wing broke and changed its downthrust into reverse. The back end of my car started flying, and I nearly flew over the double guardrail on the left side of the track. Fortunately I was flying about 10 inches too low and got bounced back into the road. I have got a picture to prove it. Can you imagine what would have happened if the car had flown into the crowd? By next year we will probably have wings big enough to do so, and all the owners of the circuits will have to think about new crowd protection. You can also get lift instead of down-pressure if you spin the car at high enough speed and start going backwards.

Altogether I have come to the conclusion that wings are very dangerous, and should therefore be banned.

BEGNINS, SWITZERLAND.

JOCHEN RINDT.

Autosport's Win-a-Lotus Competition

From Lord Chesham.

INOT only want to thank all of you concerned with AUTOSPORT who organised the very successful Win-a-Lotus competition in aid of the Jim Clark Foundation, but also all the AUTOSPORT readers who took part in it and helped to raise the very substantial donation.

I can assure you it will be put to good use. The Foundation has already commissioned a scientific research into the behaviour of aerofoils on racing cars, and I hope we can get the report out later in

the summer. It was Jim Clark's interest and his family's wish that we should also pursue safety factors over the whole field of motoring, and not just in sport. We are consequently making arrangements for investigations into learner driver behaviour and the value of young driver tuition, and also into the possible effects of medical drugs when driving. Other projects are in the pipe-line, and we see our activities as a continuing process.

Once again, may I express our warm thanks for your valuable help and support, and my best wishes to you and all your readers.

LONDON EC4.

CHESHAM.

It's in the book

AS secretary of the Kent Messenger race meeting at Brands Hatch on May 11, I would like to give you the correct version as to why the John Surtees team withdrew before Part 2 of the Formula 5000 event.

John Surtees came to see me late in the afternoon, saying that the ASRs covered all aspects of the meeting except competing cars. He was told that the meeting was governed by the RAC Regulations for the Organisation of Motor Competitions. He personally looked through a copy of the 1969 RAC Blue Book and found that on page 62, para 13, it stated that "a driver may drive only one car, and that not more than one driver may drive the same car in any one race unless the ASRs specify otherwise." He then stated that he would have to withdraw, as he was not allowed by the RAC Regulations to change a car in the middle of a race.

At no time was John Surtees refused permission for de Adamich to continue racing.

MAIDSTONE, KENT.

JOHN ASHWELL.

RAC using delaying tactics?

I WONDER if other motor clubs are experiencing the same difficulties as us in obtaining waiver permits for 12-car events.

Up until last month the RAC, being sent the correspondence with the police, a set of supplementary regulations and a specimen entry form, issued the required waiver permit within a space of two weeks. Suddenly their policy has changed; they need six weeks, an additional form to fill up on which every question must be answered, and all the officials and organisation as are required for a major rally. Furthermore, a trifling omission from this new form, which contains over 30 questions, can cause such delay that an event has to be cancelled.

Our club feels that the RAC has been quite deliberate in its delaying tactics to prevent events being run. One recent example: a letter asking for another set of supplementary regs before the permit would be issued was received the morning of the event, although the application had been in hand for three weeks. What makes it even more frustrating is that, if we were not a recognised club, we could run a 12-car event without asking anyone's permission or having to wait at all. The RAC are supposed to control and assist motor clubs, yet by their present policy in 12-car events they are encouraging clubs to run undisclosed events and turn pirate.

There appears to be no redress against the RAC and its self-styled rules, except public opinion. Those of us with competition licences have the constant threat over us of having them revoked should we enter a pirate event. This could mean that, if one entered the local Church's treasure hunt with one's family for a Sunday afternoon's entertainment, one's competition licence could be withdrawn. We are probably just one club who at the present think that RAC affiliation is more of a liability than an asset.

EASTBOURNE, SUSSEX.

M. KNIGHTS.

Competition Secretary, Ram MC.

Chris Williams

I WOULD like to thank all of you who attended the funeral of my husband Chris and showed so much warmth and kindness during a difficult period. Your personal and floral tributes to Chris touched me deeply. It would be impossible for me to answer all your letters personally or thank every one of you individually for your friendship and support, and I hope that this letter will convey my gratitude.

I have now returned to Shere after some time away from home and the garage, and would be delighted to see any of Chris' friends.

SHERE, SURREY.

MOLLY WILLIAMS.

A question of cash

AS one of the Mondello non-starters actually named in your report last week, I would like to explain that the sole cause of my non-appearance was the prohibitive cost of the outing. Even though I have now had to give up motor racing altogether due to lack of money, I would not like it to be thought that I or the other seven British non-arrivals were in any way to blame. This overseas addition to a British championship was sprung on us at short notice and the start money was totally inadequate, yet your man chose to point an accusing finger at the unfortunate competitors.

VIRGINIA WATER, SURREY.

TONY DRON.

The editor is not bound to agree with opinions expressed by readers.

AUTOSPORT, MAY 23, 1969

Snetterton

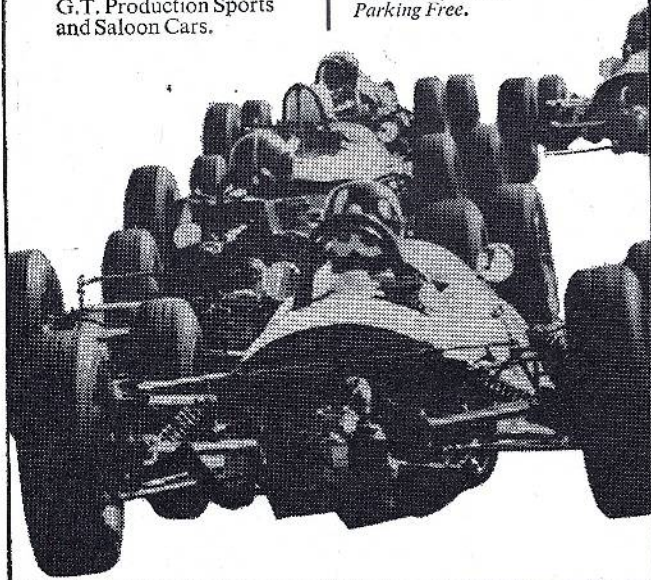
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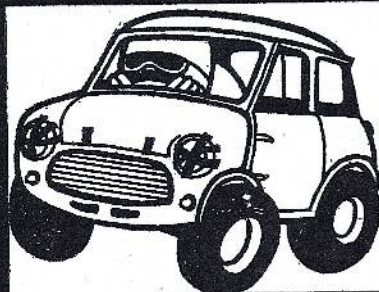
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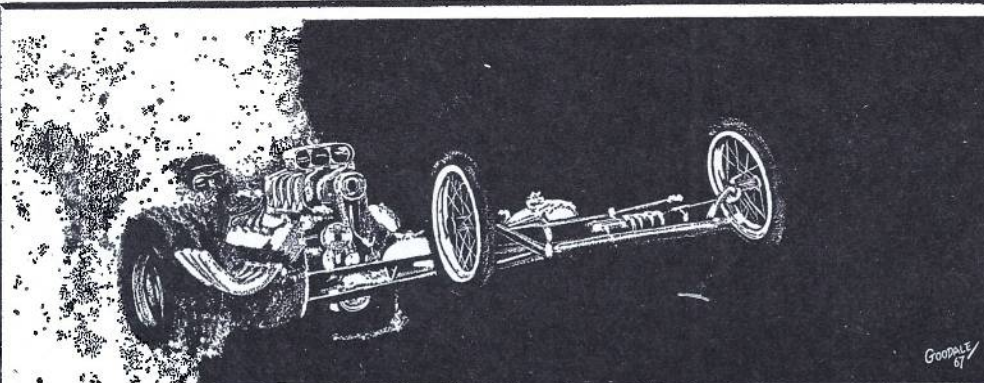
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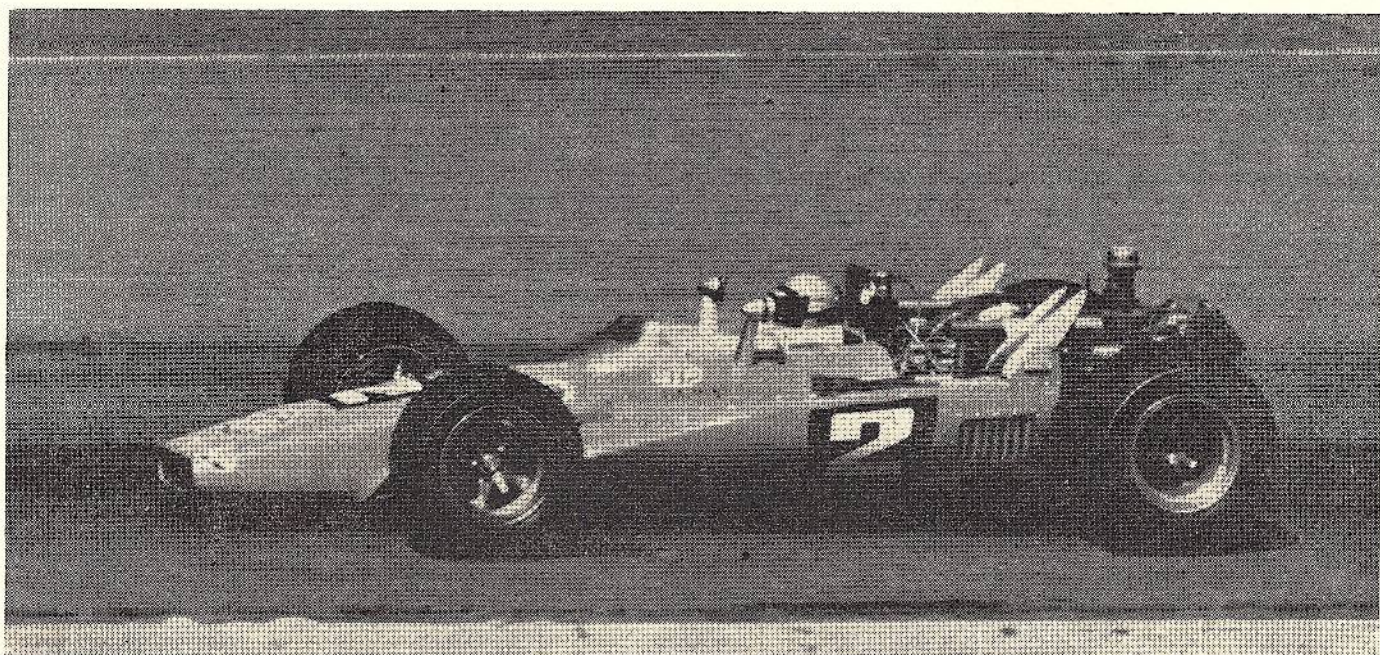
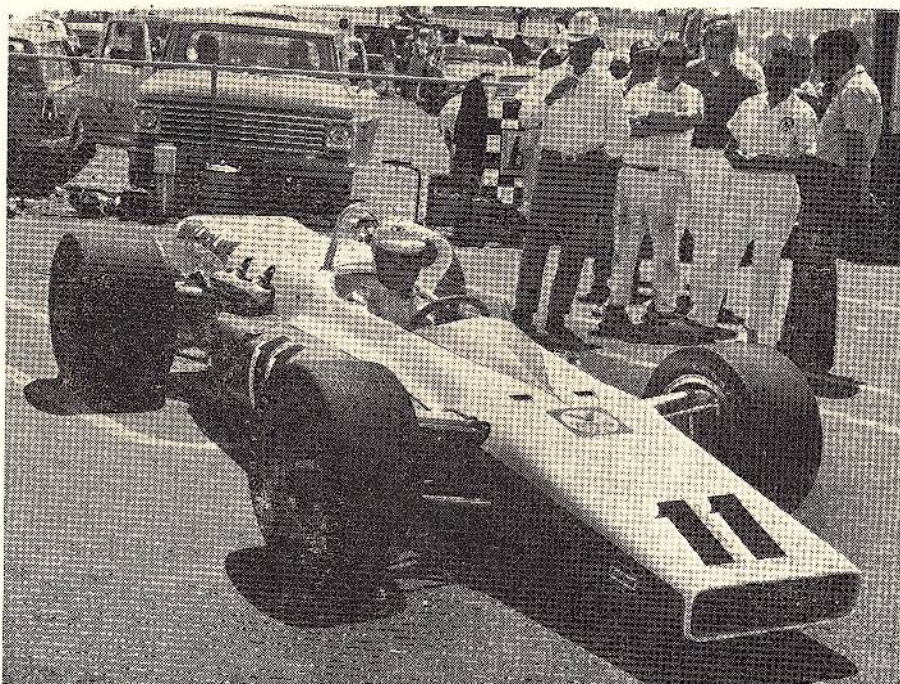
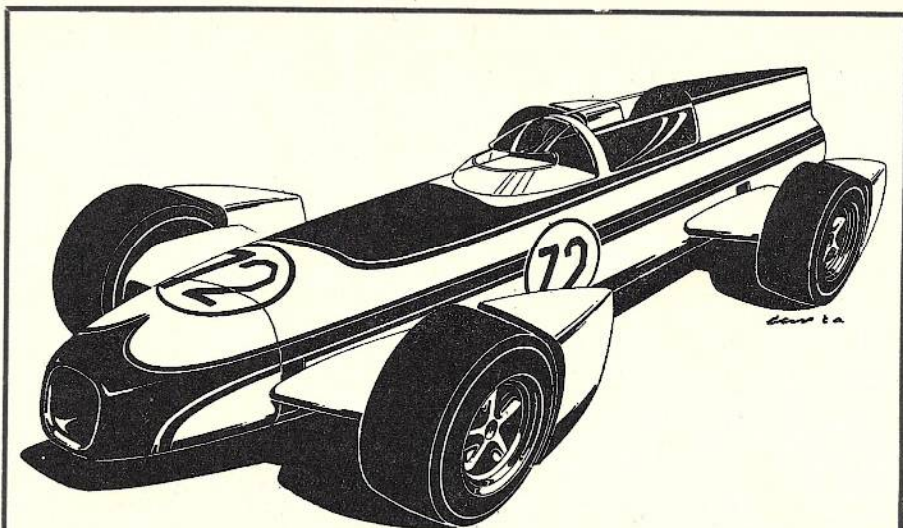
Rain washes out Indy qualifying

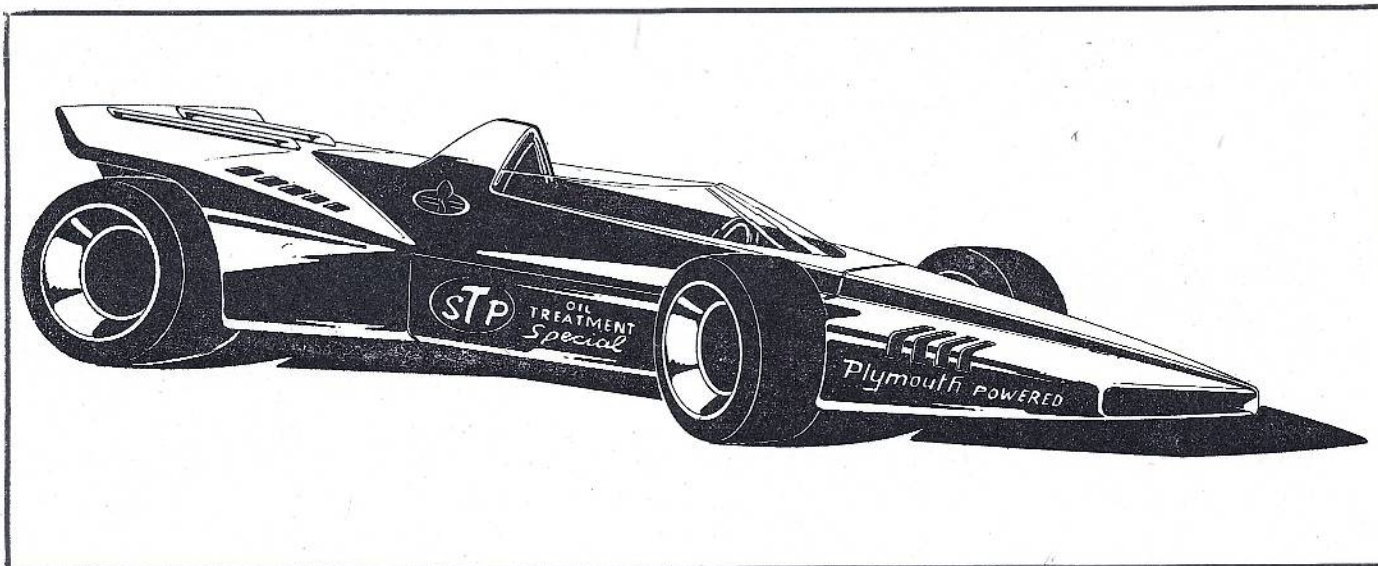
FOR the first time in Indianapolis history, the first weekend of qualifying last Saturday and Sunday was rained off. The normal Indy arrangement is that the first weekend determines the front positions on the 33-car grid, and those that qualify in the second weekend go towards the back, but now everything hinges on this coming weekend.

For people like Graham Hill and Denny Hulme, who were busy at Monaco last weekend (although had his works Eagle been *au point* Denny probably would have had a fruitless flight to Indy and back for Saturday's sessions), the rain was good news, for now they will be in with an equal chance to everybody else. Another European who was not at Indianapolis last weekend but has just flown over is Graham Hill's team-mate in the STP/Lotus 4wd Type 64s, Jochen Rindt, who says he is fit enough to race and raring to go.

BEFORE qualifying was rained off, those in the know were predicting that pole position would be won by a lap-speed of around 172 mph (Joe Leonard got it last year with 171.559 mph in the STP-Lotus turbine wedge), and that anything under 164 mph would be too slow to qualify. During the practice sessions, which have been under way for some weeks, Mario Andretti has been consistently over 170 with the latest Lotus, the 4wd Type 64 with turbocharged four-cam Ford engine and something like 700 bhp; before high winds and rain curtailed practice, Andretti was officially timed at 171.789 mph, while A. J. Foyt in a 2wd Coyote with turbocharged Ford engine recorded 170.908 and Al Unser in a similarly-powered 4wd Lola T152 got around in 169.141 mph. However, Unser fell off a motorbike while larking around in the paddock on Saturday and fractured his left leg, so he will almost certainly not be fit enough to try to earn a qualifying position this weekend.

There are around 80 cars trying for the 33 places this year, ranging from the enormously expensive and professional operations like the



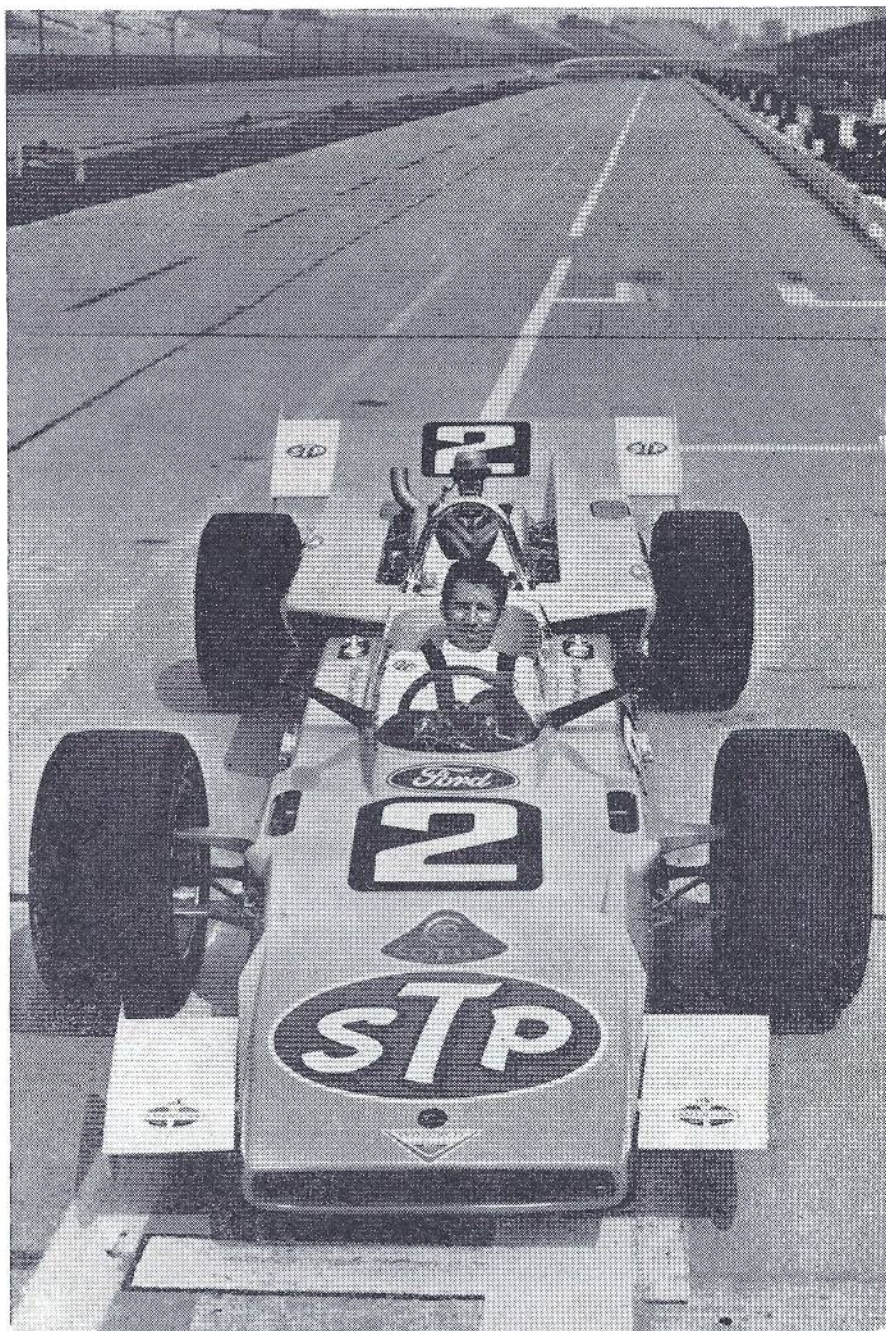


Granatelli brothers' STP team to weird one-offs like the Jack Adams turbine car, which uses a front-mounted Allison turbine (of small capacity as per the latest USAC rules) and the traditional "roadster" of Jim Hurtubise. Engines are mainly the incredibly powerful turbocharged version of the four-cam Ford, whose reliability is rather an unknown quantity, or the turbocharged version of the faithful four-pot Offenhauser, although several cars are using stock-block motors to the newly permitted capacity of 5.25 litres, and one optimist is using a turbocharged version of the AMC Rambler straight six.

Mark Donohue was the first driver to pass all phases of the Rookie test this year, and has two very potent cars to choose from, jointly entered by Roger Penske and US Lola agent Carl Haas. Both are 4wd Lola T152s, one with a stock-block Chevrolet engine and the other with a turbocharged Offenhauser set-up.

The variety of cars which are built to contest a race of 500 miles round an oval course with only left-handed corners is astonishing. At the top of the facing page is the four-wheel-drive Jack Adams turbine car, with front-mounted Allison power unit; it was designed for last year's race but was not finished in time, and has now been updated to comply with the 1969 rules, which among other things further limit the size of a turbine car's engine. Beneath it is the Valvoline Wedge, which uses a turbocharged Offenhauser engine with the turbocharger inlet mounted to the left of the driver's head; two of these Bill Finley-designed cars are entered, for Sam Sessions (illustrated) and Indy Rookie Sam Posey. At the bottom is Mario Andretti in action in his back-up car, which he will use in qualifying if his Lotus gives trouble; it's a conventional two-wheel-drive Hawk, based on Brabham ideas and built by Clint Brawner, and it uses a turbocharged four-cam Ford engine.

At the top of this page is yet another STP car, the stock-block Plymouth powered Super-Wedge monocoque, which has Ferguson 4wd transmission and will be driven by Art Pollard. On the right is Mario Andretti posing for a publicity shot in the Indy pit road in the Lotus 64, which he, Graham Hill and Jochen Rindt are down to drive; this uses the turbocharged Ford four-cam and a four-wheel-drive transmission which is a combination of Lotus, Hewland and ZF parts.



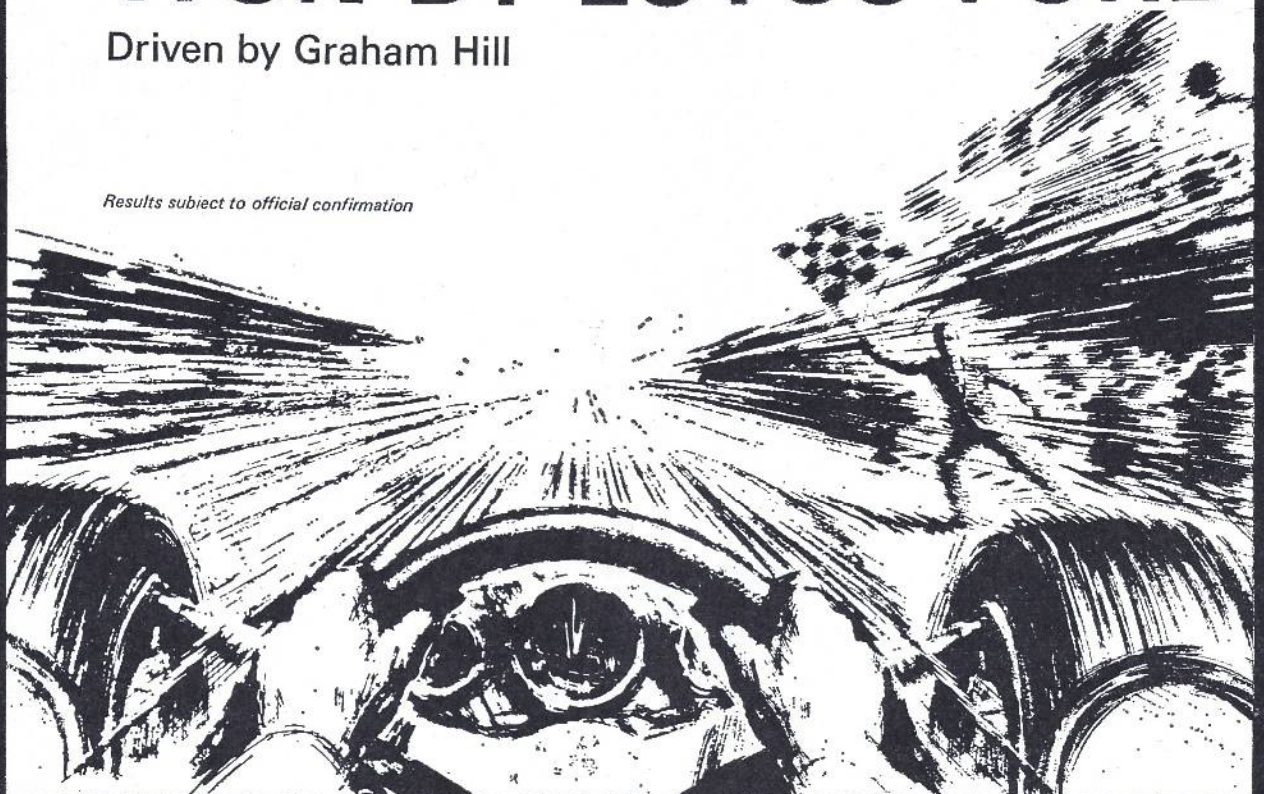
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ON THE SCENE

"Had Chapman been present the situation might have been very different . . ."

Patrick McNally on the Wing Thing



THE controversy surrounding wings, which was brought to the boil at Barcelona when collapsed aerofoils were blamed for the accidents that befell the Lotus team, came to a head at Monaco last weekend. The organisers of the race, the Automobile Club de Monaco, had spoken to every entrant individually before practice had begun, asking them whether they would agree to run without aerofoils. Every entrant consented (though some with great reluctance) with the exception of Ken Tyrrell, representing Matra International. Quite rightly he pointed out that the Club was not in a position to enforce their decision once the regulations were out, and if they did he could lodge a formal protest to the FIA which would inevitably result in the Monaco Grand Prix losing its championship status.

Realising they had reached an *impasse*, the Club let the first practice session commence with the cars still equipped with their wings, but at the same time they were busy contacting various members of the CSI who were present, so that the ruling body might sit in judgment later that evening. Five representatives of the CSI (which significantly did not include the British delegate) voted on the subject; and they decided to invoke the safety clause which permits them to alter the rules immediately without any stay of execution, and put a ban on wings which was to continue until after the Dutch Grand Prix, when they could have a full meeting.

Understandably Tyrrell was furious, for he was running the only car designed since the advent of the wing and therefore stood to lose more than the rest of them. Team Lotus were the others to suffer more for, although the 49 was not designed around aerofoils as was the MS80, Chapman has been using them to a very distinct advantage. There is little doubt that, had Chapman been present and Tyrrell and he been allied, the situation might have been very different (he was present on race day).

As always seems the case, the CSI had made another good decision, but at the wrong place and the wrong time. Technical progress in other spheres of design, like four-wheel-drive, will now go ahead much faster, and people like Brabham are sure to reconsider their decision not to go 4wd. However, it could increase the already fast spiralling costs of F1, which is going through a very bad financial period at this very moment—we shall just have to wait and see. It will be interesting to see if Cosworth now get on with their Herd-designed Ford 4wd project, or whether the aerofoil excuse they used was in fact just an easy way to forget the project for the moment.

Monaco afterthoughts

The publicity value of racing drivers has never really been exploited to the full, but in the next few months I think we are going to see many drivers signing contracts which will give professional management bodies the opportunity to increase their earnings very substantially. Whether this type of management will start to affect fuel, oil and tyre contracts remains to be seen, but it could mean a lot more money coming into Formula 1, and the exploitation of the individual's publicity will also help to promote motor racing, which can't be a bad thing. I had a telephone call while in Monaco from the best-known agency in the USA, asking me to contact five drivers for this particular purpose.

One really has got to take one's hat off to Frank Williams. Five years ago he was living in *that* flat in Harrow with Lucas, Jonathan Williams, Courage, Crichton-Stuart *et al*, with hardly the price of a meal in his pocket. Frank was trying his best driving in F3, but it was not paying that well and he was making ends meet by selling spares to the boys. I don't suppose then that he would even have dreamed that in 1969 he would be playing the rôle of entrant at Monte Carlo, fielding a very competitive car which was as fast as the works machines. Let us hope that his energy and enthusiasm are rewarded by the sponsorship he deserves, or that someone decides that Frank is the ideal man to run a team for them.

As soon as Stewart's car stopped in the race the wee Scot was out of his Matra in a flash, sprinting back to the Tyrrell pit hoping to take over JPB's car, totally unaware that his team-mate had suffered a similar driveshaft failure the previous lap. One can't help thinking how much more interesting the race would have become if he had been able to take over Jean-Pierre's third-place car and gone out again to carve his way up the field.

Edouard Scidler wrote in *L'Equipe* on the morning after the race that perhaps next year, instead of boring everyone with two hours' racing which inevitably would be won by Hill, why not have a race just for Graham—then they could engrave the winner's plaque before the race, which would save time, and the dinner party with the Rainiers after the race could be that much more personal. There could be a separate race, perhaps a swimming contest to avoid the possibility of serious collisions, for the other drivers.

Personally I don't think the race was that bad, but Graham is making rather a habit of

it. He must be getting to know Prince Rainier and Princess Grace pretty well by now, and I wonder whether he can resist telling them some of those stories which hold us so enthralled at some of the other public functions at which he speaks!

HRH the Duke of Kent and his brother Prince Michael were down at Monaco for the Grand Prix, ably escorted by the Hon. Gerald Lascelles and the secretary of the BRDC, Anthony Salmon. In past years the Duke was a regular visitor to Goodwood, and nowadays can often be seen at the Silverstone internationals. However, what is not commonly known is that Prince Michael is even keener than his brother, and has been a frequent spectator at some of the smaller Silverstone club meetings, often dining afterwards with the likes of Colin Crabbe, Jackie and Joey Cook and Neil Corner. This perhaps accounts for why he was taking a keen interest in details of suspensions and engines, and why his questions showed evidence of a specialised knowledge.

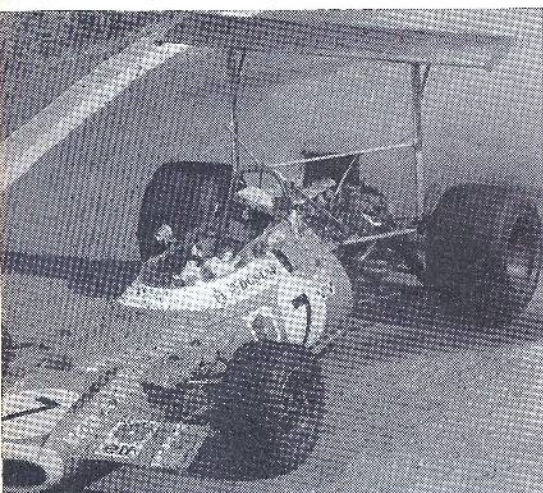
Jo Bo's hospitality

Jo Bonnier, although not driving at Monaco this year, again held his traditional garden party at his lovely home near Geneva. Near neighbours Jackie and Helen Stewart were there, Jackie busy with a new camera (a present from Elf)—I wonder if he's trying to do Manu Zurini out of a job. Jochen Rindt made a very welcome appearance, looking surprisingly fit but still apparently suffering from dizziness. Earlier that week, when the gang were collected at Jackie's house, Richard Burton, a new member of the fold, had suggested that they all went to a film showing locally, *From Here To Eternity*. Jochen commented dryly that he had been there last week at Barcelona, and he didn't think that much of it!

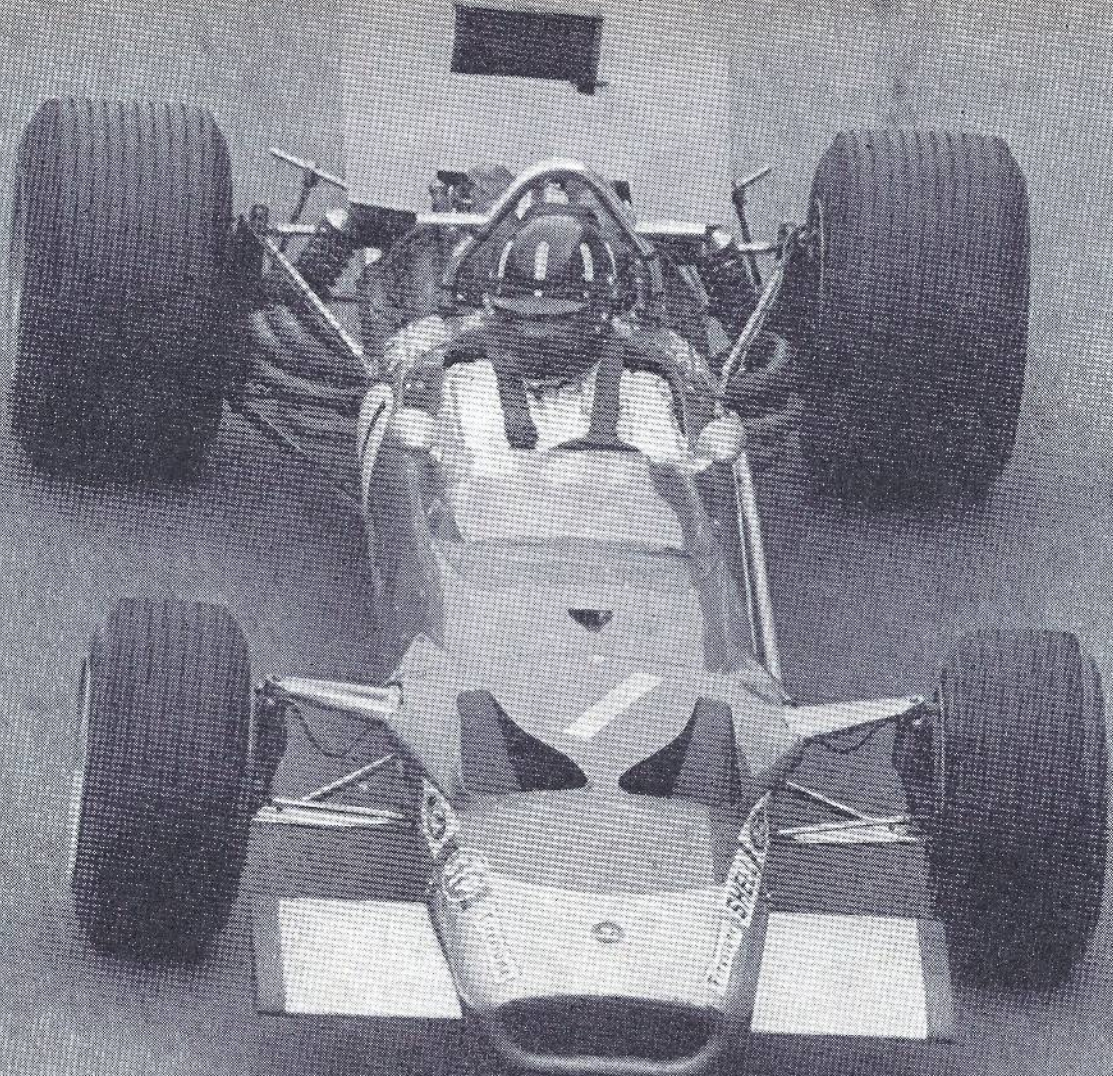
Last year Innes Ireland rang up Jo to say he was coming down to the garden party with his close friend the Earl of Denbigh, as they were staying together at Beaulieu and was it all right to bring him along. Jo was only too pleased and offered to put them both up. When Innes rolled up in his DB6 Jo asked what time Rollo Denbigh would arrive, to be told he had, and was just outside. Jo, always the perfect gentleman, went to greet his new guest, but could see no one save a very travel-stained, trendy individual astride an enormous Honda motor bike. Imagine his surprise when Innes greeted this rather unlikely looking individual! Rollo in fact is nowadays a keen motor-cycle buff, and has an ever-growing collection of vintage motor bikes; he hopes one day to have a display at the family home near Rugby.

PS

As I arrived back in Geneva from Monaco on Monday I met a fit and healthy-looking Jochen Rindt about to board a plane for the USA. Jochen was off to Indianapolis, where he hopes to qualify the 4wd turbocharged STP Lotus-Ford—and as last weekend's qualifying was rained off both he and Graham Hill stand a chance of being able to get onto the front half of the grid. However, Jochen could well have problems passing the rigid medical check the Americans are sure to impose.



Jackie Stewart drove the Matra for the last time with a wing at Monaco last Thursday. After a special meeting of the CSI wings were banned for the race, which particularly upset Ken Tyrrell, his cars having been specially designed with wings in mind.



Graham Hill on his way to yet another Monaco victory. This win puts him just three points behind Championship leader Stewart, who failed to score.

Graham yet again at Monaco

Hill's fifth Monaco win — A great day for private entrants — Piers Courage second, Siffert third — Stewart and Amon suffer mechanical failures — Wings outlawed

By **PATRICK McNALLY**

Race data by **ALAN PHILLIPS**

Photography by **PETER BURN**

GRAHAM HILL won his fifth Monaco Grand Prix last Sunday, to set an incredible and almost certainly unbeatable record of successes on the Monte Carlo circuit. Hill took over the lead in his Lotus 49T on lap 23 and held it to the finish, setting a new record average speed of 129.036 kph. The race was run without an aerofoil in sight after these devices had been banned in practice by a special meeting of the CSI.

Jackie Stewart and Chris Amon had made the running from the start, but both Matra and Ferrari suffered mechanical failure after quarter-distance. As last year, the list of retirements was long, but although only eight cars were running after 24 laps, seven of these finished, and five of them on the same lap.

Frank Williams and Rob Walker had a terrific day, with Piers finishing second after driving the race of his life, and Jo Siffert earning third despite a sick engine. Richard Attwood too drove a fine race, standing in for Jochen Rindt in the second Lotus and taking fourth place to make it three Lotuses in the first four. Hill now lies just three points behind Stewart in the battle for the World Championship title.

ENTRY

SURPRISINGLY enough the F1 field for the Monaco Grand Prix, the third round of the 1969 World Championship, wasn't too bad, especially when one considers what could have happened, what with first the starting money squabbles and then the two works Lotuses getting written off at Barcelona only a fortnight before and one of their

team drivers being put out of action. As it was there were all the regulars, including two cars from Lotus and a Ferrari (officially on loan to Chris Amon), with the additions of Silvio Moser in a Brabham-Ford and Colin Crabbe's Cooper-Maserati for Vic Elford.

Having alerted Richard Attwood, **Gold Leaf Team Lotus** left it until Wednesday before finally deciding that Jochen Rindt was not fit enough to drive, and the ex-BRM man and outright lap record holder at Monaco

was co-opted into the team to drive with World Champion Graham Hill. With his four-wheel-drive car still unfinished and two wrecked 49Bs on his hands, Colin Chapman was scraping the (fortunately well-lined) barrel for machinery, finally arriving with a pair of Lotus 49Ts. Graham's was 49 No 10, the car he won with at Monaco last year, which is up to 49B specification and uses a Hewland gearbox, while Dickie Attwood's was 49 No 8, the car Hill used in this year's Tasman Series. Both cars were using last year's engines and, although Attwood's also had a Hewland gearbox, the rear suspension was still bolted directly onto the engine without the 49B-type cross member. Apparently the blocks on Graham's and Jochen's cars at Barcelona were damaged beyond repair, and Cosworth has no more in stock.

Although **SEFAC Ferrari** was unable to reach a satisfactory conclusion with the AC de Monaco over their starting money, Chris Amon talked the Commendatore into loaning him a couple of cars for the race, plus all the necessary personnel and equipment, mak-

ing it a Ferrari works entry in everything but name. Chris had two cars to choose from, 0017 which he used in Spain, and 0019, a brand new chassis. Both were fitted with much larger oil tanks mounted alongside the gearbox, with modified breathing system and pump-back arrangement from the catch tank. The engines were both new units, revving to 11,400 rpm and producing 435 bhp or better.

Ken Tyrrell's **Matra International** team, who had won both rounds of the Championship so far, brought along the same cars they used at Barcelona: a pair of MS80s, chassis numbers 1 and 2, for Jackie Stewart and the only French driver in the race, Jean-Pierre Beltoise, with the old MS10 in reserve. The Scotsman's car was fitted with a brand-new Cosworth engine but was otherwise little changed, neither did JPB's have any exciting new innovations. There was still no sign of four-wheel-drive in the Matra camp, although the French aircraft firm are said to have already finished one Ferguson-transmission car, which we may well see at Zandvoort.

The other 4wd favourite, **Bruce McLaren Motor Racing**, who have already earmarked the Dutch GP for the *début* of their new car, were also fielding the same cars they had used in Spain. Bruce himself had the F5000-chassised M7C, while Denny Hulme was still using his old M7A/2. The new front wheels with reduced offset seemed to be a success and have been retained, as had the twin wing arrangement. Denny's commitment at Indy meant the New Zealander would have had a very tight schedule, and Peter Gethin, whose performances in the F5000 McLaren have at last earned him the recognition he deserves, was asked to stand by. However, the Eagle wasn't fast enough due to engine trouble, and Denny didn't bother to return to Indy.

Motor Racing Developments arrived with their usual Brabham-Ford BT26s for Jack Brabham and Belgian team-mate, Jacky Ickx. These were unchanged except that the bottom wishbones on Ickx's car had been strengthened after the failure at Barcelona, and both cars had new and much larger rear aerofoils, with the old-type rear aerofoil now mounted on the front. Special driveshafts had also been added.

The **BRM** organisation turned up with three cars—a 138 and a 126/133 for John Surtees, and a 133 for Jack Oliver. All three cars were fitted with four-valve engines. Surtees' bitsa was fitted with a Hewland gearbox, while 138/01 still used the five-speed BRM unit. From what one hears, it appears that BRM's problems may not all stem from indifferent direction, but actually from a shortage of talent at Bourne. It will be interesting to see what changes take place to the cars from now on—for one can't see Surtees sitting back and continuing to drive an uncompetitive car.

As always, **Rob Walker's** Lotus 49B for Jo Siffert was the most interesting of the private entries, although **Frank Williams' Brabham-Ford BT26** for Piers Courage is fast becoming equally well respected. The Walker/Durlacher car was the only 49B in the race, unchanged since Barcelona, although the engine had been rebuilt by Cosworth yet again and the oil tank had been modified to try to cure the pressurisation problem. The damage at Barcelona had been caused by bearing failure which allowed piston and valves to meet. The Frank Williams car was just as before, except that it too had had an engine rebuild following a camshaft failure the fortnight before, and stronger driveshafts and reinforced fuel tanks have been added.

Silvio Moser has bought from Frank Williams the Ford-engined Brabham BT24 Piers had raced in the Tasman Series, the most competitive car the Swiss has ever had in his short F1 career. Pedro Rodriguez was there to drive **Tim Parnell's** out-dated BRM and Vic Elford had come along to conduct Colin Crabbe's **Antique Automobiles** Cooper-Maserati of 1967 vintage. As mentioned in *Pit & Paddock* recently, Colin will shortly be taking delivery of McLaren's "squalo" side-tank car, which has lost favour at Colnbrook but at least looks different.

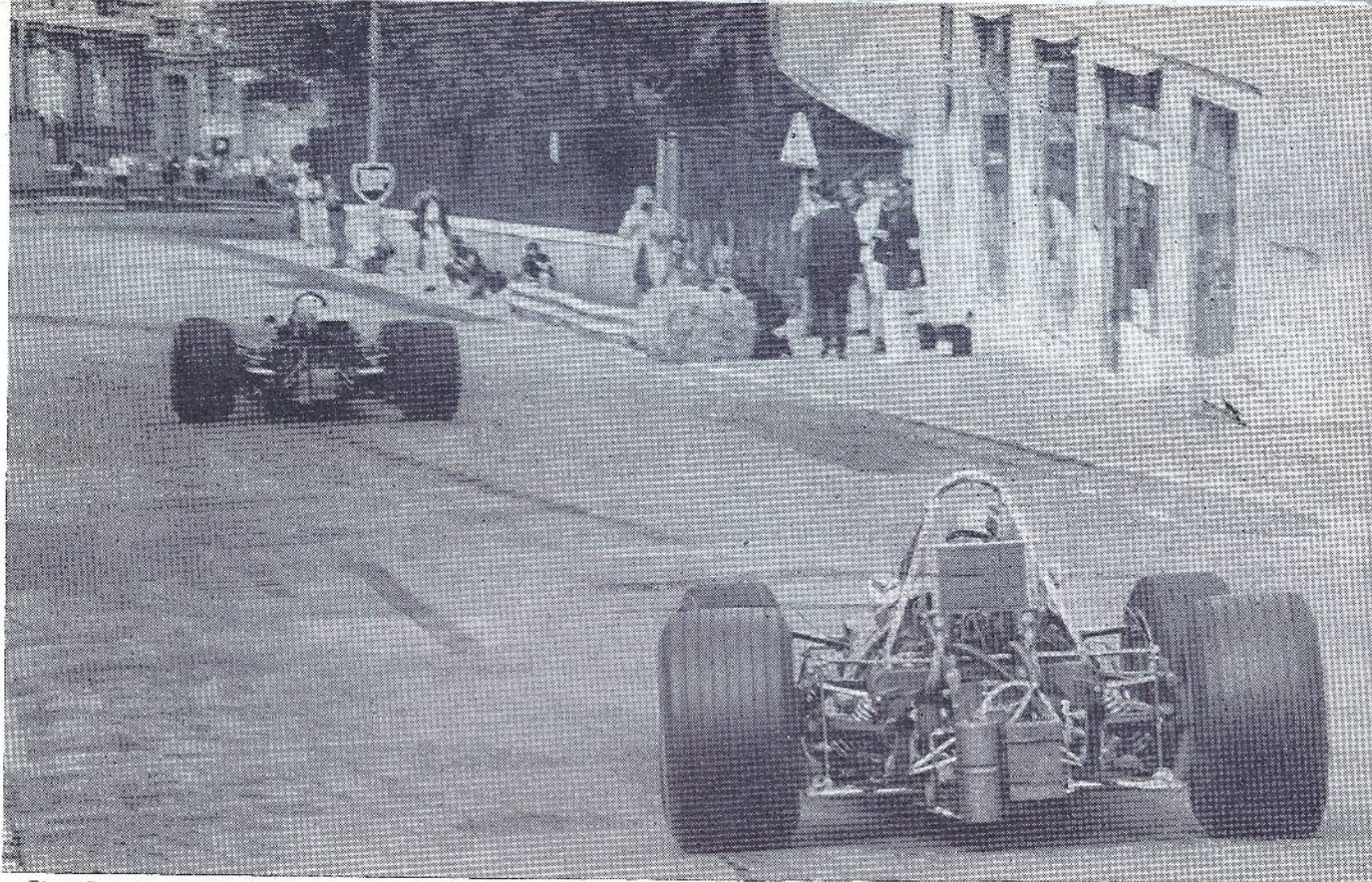
PRACTICE

THE first practice session on Thursday evening was to have particular significance, although the times were declared null and void, for the controversial aerofoils were banned immediately afterwards. Siffert had been the first person to go quickly, charging around in the blue and white Lotus in a most impressive manner and recording 1 m 26.5 s, 1.6 secs faster than Attwood's record, before terminating his practice rather abruptly when he touched the wall under braking for the hairpin and spun, destroying the nose and damaging the radiator slightly in the process. This car has always been twitchy under braking for some reason, and prior to this incident had been using a lot of the road at the very point where Seppe went off. Courage, too, had looked fast from the start, although his Ford engine had an alarming habit of cutting out, and for many laps his time of 1 m 27.5 s in the Williams Brabham had been the one to beat—pretty good for a couple of privateers.

Stewart was in irresistible form and, after



The field roars down the slope towards the Station Hairpin after the start, with Stewart leading from Amon, Beltoise, Hill, Siffert, Surtees, Ickx, Brabham, Courage, McLaren and the rest.



Piers Courage had his best-ever race, finishing second in the Frank Williams-entered Brabham BT26; here he chases the works Brabham of Jacky Ickx during their furious battle for second place.

trying his own car and finding it down on power, he swapped with JPB and proceeded to lap around the 1 m 27 s mark while getting the feel of it. Jackie then put in three incredibly fast laps of 1 m 25.6 s, 1 m 25.2 s and finally 1 m 24.9 s. Even Stewart makes mistakes, however, and prior to setting fastest time he clouted a kerb, which damaged a rear wheel rim and flattened the tyre. Hill was also driving superbly and, despite his (relatively speaking) old car got down to 1 m 25.6 s after a troublefree run; he was the only one to offer a challenge to Stewart, for Amon was having a lot of trouble with his Ferrari. The V12 was spluttering down the hill and wouldn't pick up; a loose pipe in the fuel tank itself was thought to be the problem, and Amon never got a chance to show form—his best time was 1 m 28 s. Attwood found the pedals of the second Lotus not to

his liking, and when he also discovered that he couldn't select first gear without blocking the steering wheel, the lap record holder decided to wait until the cockpit was comfortable before trying again.

The works Brabhams seemed well suited to the circuit, and Ickx was having his first troublefree session for a long time; having managed 1 m 27.7 s fairly early on, he eventually got down to 1 m 26 s dead, which made him third fastest overall behind Stewart and Hill. Jack Brabham was having brake trouble in the sister car, caused by pad knock-off, and this made for a very poor pedal—the change to the new drive-shafts were thought to be the root cause of the problem, due perhaps to movement in the rear bearing housing.

Both the McLarens seemed to be going quite well, but neither was fast enough to

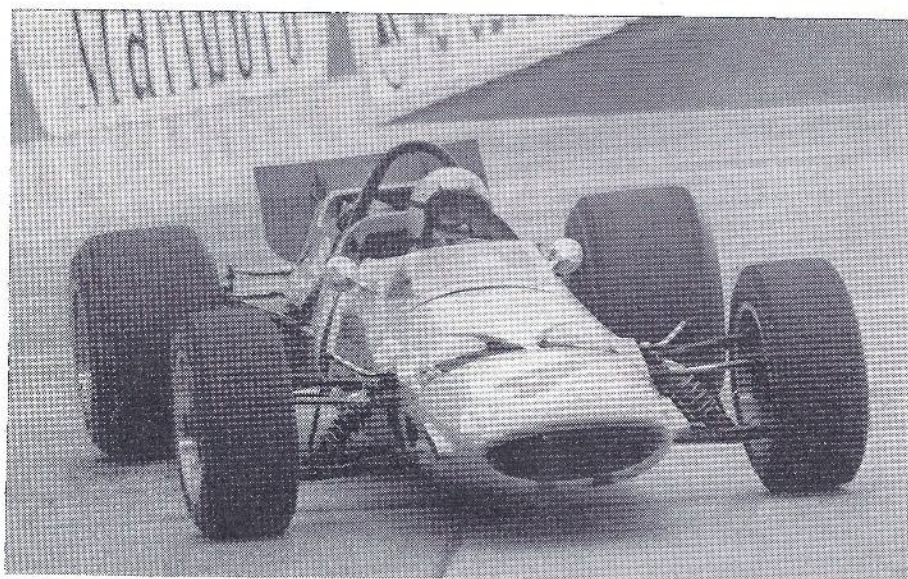
appear really competitive. Bruce did well to record 1 m 27.6 s, with Hulme 1.4 secs slower in the older car, but both drivers were looking very thoughtful and not too happy. Jean-Pierre Beltoise, having handed his car over to Stewart, was hardly in a position to break records, yet still managed 1 m 29.1 s in the second Matra, faster than both BRMs. Once again the Owen cars were in ignition trouble and wouldn't run cleanly—surprisingly, Oliver was once again faster than Surtees, though neither did a particularly good time. Both Pedro Rodriguez and Vic Elford were in trouble with their engines and the considerable talents of both drivers were wasted, while Silvio Moser missed this first practice as his car didn't arrive in time.

Immediately following this session the CSI called a meeting, following which they took it upon themselves to ban aerofoils for this race and the Dutch Grand Prix (see *On the Scene*, page 11). Thus the drivers had been wasting time and effort, as these times could not now count for grid positions.

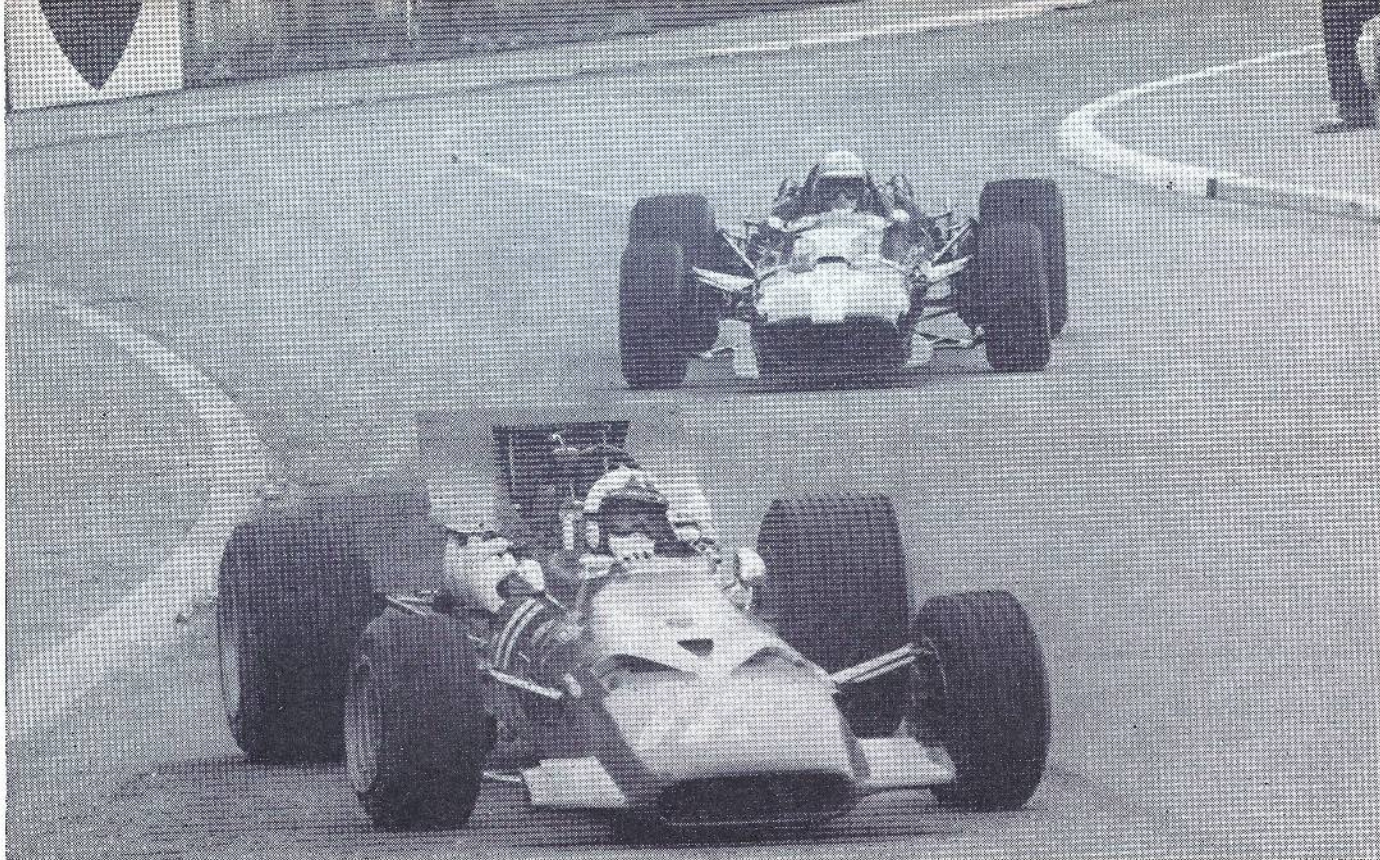
Friday

The cars looked rather naked without their wings as they assembled early on Friday morning. Despite various threats everyone had respected the ban and there was not a wing to be seen. There was a great deal of speculation as to how much slower the cars would be without their aerodynamic devices; certainly wings make the least difference at this circuit, only helping up the hill to the Casino where the cars get a bit light, and through the tunnel and of course at Tabac. Quite obviously teams like Lotus and Matra were running at more of a handicap than the others, having developed their cars to run with wings more efficiently.

Despite all this it was still Stewart who made the running and, although he was nearly a second slower unwinged, his time of 1 m 25.6 s was still the best of the day. The difference between the Lotus with and without was not so marked, and Hill was that much closer at 1 m 25.8 s. Attwood in the second Lotus got in a bit more practice than the previous day and, although some 2.2 secs



Bruce McLaren finished fifth after a consistent drive in the M7C, but was unable to get to grips with the leading cars.



Chris Amon was lying second until the Ferrari's differential failed. Here he has just lapped Vic Elford, who brought the old Cooper-Maserati to the finish.

slower than Graham, was obviously driving well within his limits with quite a lot in hand.

Amon was understandably furious when he found his cars to be equally troublesome and, having tried both unsuccessfully, he finally stopped coming out of the hairpin with a completely dead engine. The mechanics busily changed parts of the fuel system, assuming they were having the same trouble as with the other car, but later it was thought it might be an electrical fault. Jo Siffert was also out of luck, for after only $1\frac{1}{2}$ laps the engine failed again in the Walker Lotus.

Rear suspension trouble terminated Ickx's practice after half an hour or so when a rear upright broke at the tunnel, but not before he had again set third fastest time only half a second slower than Hill. There was some speculation when Beltoise was also given 1 m 26.3 s in the second Matra, but it appears that the Frenchman's time was genuine, and he certainly looked to be going very fast. Jack Brabham had sorted out his braking problem, although the front fibreglass ducts caught fire on one occasion, and his time of 1 m 26.4 s made the Brabhams look very competitive. Piers endorsed the Brabham threat, going faster than he had with his wings and equaling Black Jack's time—a very impressive performance. On this occasion Hulme was faster than his team-mate, but as at Barcelona tyres were again the problem and Bruce was sitting quietly in the pits while Denny, who was due to leave for Indy that evening, used their only pair of special hand-cut Goodyears.

Surtees worked very hard in the BRM, which sounded good for a change. Thus encouraged, Big John managed 1 m 27.9 s, 0.2 sec faster than the old car did last year. Oliver was not so fortunate, breaking an oil scavenge pump drive. Moser did well to record 1 m 30.5 s before a fuel leak stopped his practice, but Rodriguez and Elford were still as slow as their cars.

Saturday

At the beginning of the final 90-mins session, held on Saturday afternoon after the F3 heats, no one seemed to be able to set a time; then suddenly things started to happen. Again it was Stewart who took the initiative, powering the blue Matra around and seeming able

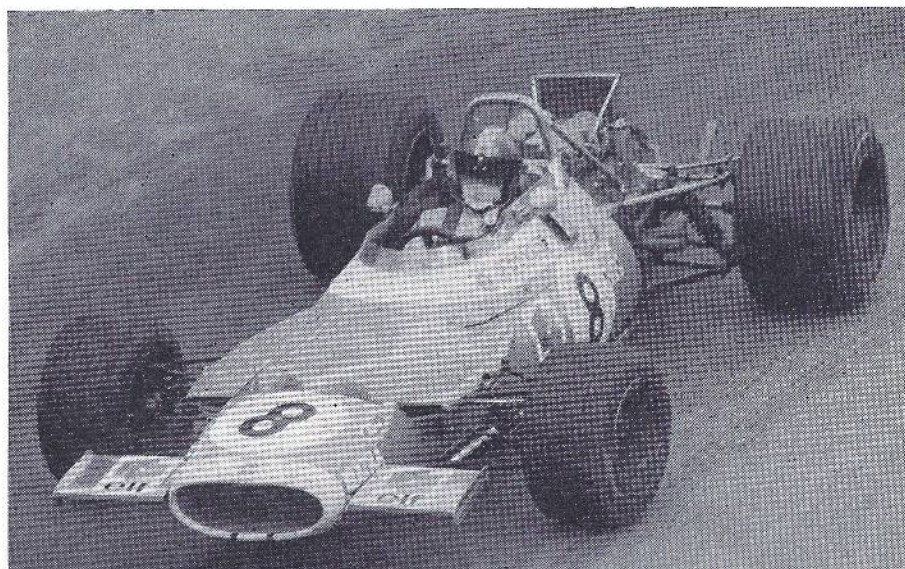
to get back on the power sooner than the rest, the car looking very neat and controllable. In the pattern we have come to expect Stewart did a few laps in the mid-25s, and then a 1 m 24.6 s, flying faster with clipped wings than he had on Thursday with the aerofoils in position. Dick Jeffrey of Dunlop had good reason to be smiling, the Matra Dunlop combination obviously working very well.

With the premier position in their pocket one would have thought the Tyrrell team might have put the blue cars away, but Jackie was giving team-mate JPB a few lessons which the young Frenchman was finding well worthwhile, for he reduced his time to 1 m 25.4 s, which would have given him a place on the front row had not Amon finally got the Ferrari going.

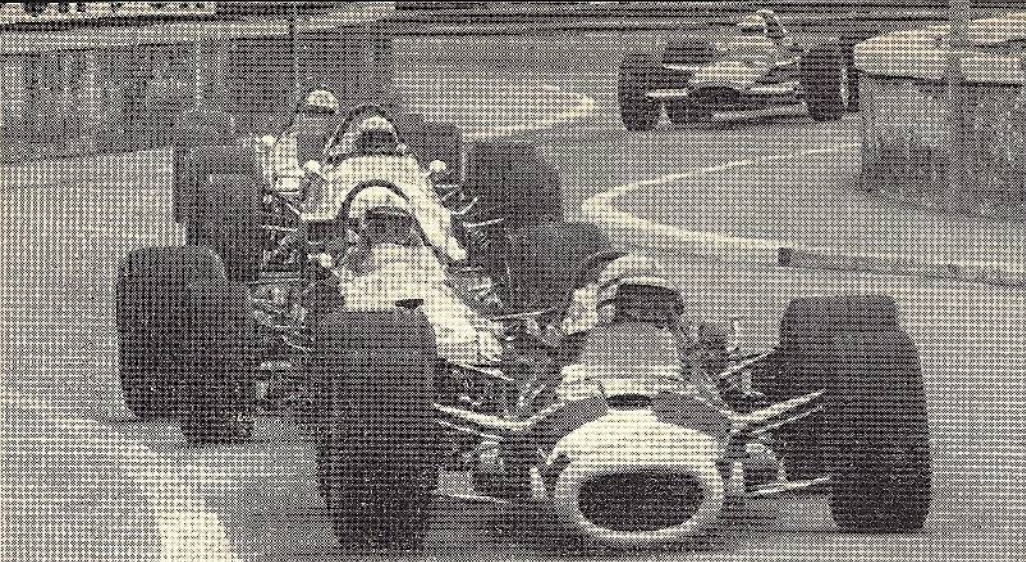
Amon appeared with both cars again, his race car fitted with an aluminium upswept tail and a header tank for the fuel. This latter

modification meant the petrol was now pumped up into this tank by an ordinary Bendix pump before being carried to the high pressure Lucas injection. The Ferrari responded well to this modification and Chris at last got in a few flying laps; despite having trouble selecting first gear on several occasions he was down to 1 m 25 s, which put him on the front row with Stewart—his rightful place. Right at the end of practice, however, he had to park after the Station Hairpin with differential trouble.

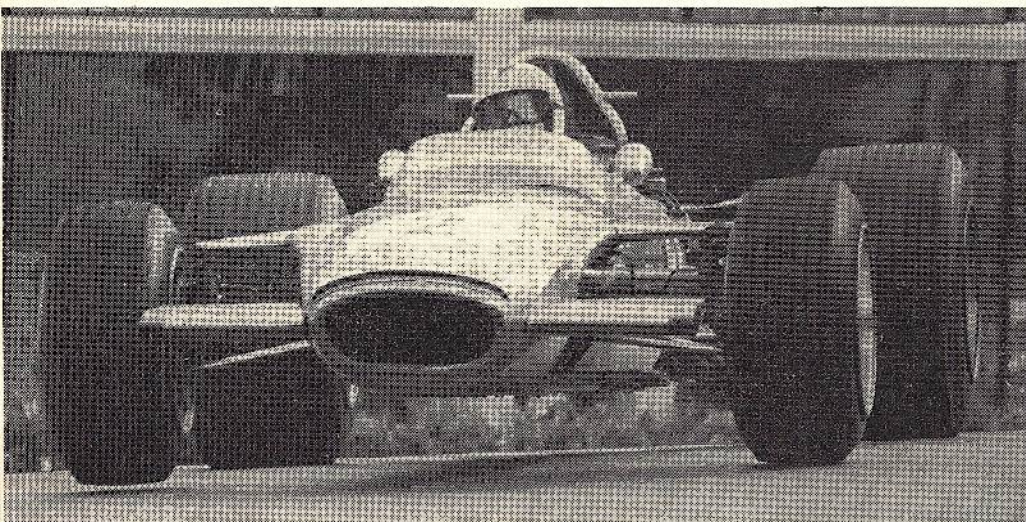
The Lotus pair, Hill and Attwood, were really working hard, both cars weaving badly under braking and looking a real handful—the absence of wings helping them none. Hill showed just what a professional he is by responding to the "minus" signal Dick Scammell gave him from the pit, which indicated how much faster Stewart was going, and turning in a 1 m 25.8 s—good but not good enough. This put him on the second row alongside



Jean-Pierre Beltoise justified his position as number two to Stewart in the Tyrrell Matra team by giving Graham Hill a lot of opposition until his retirement.



John Surtees leads the queue into the Station Hairpin, chased by Brabham, McLaren, Hulme and Attwood; shortly afterwards his gearbox broke abruptly and he was hit by Brabham.



Dickie Attwood lifts a wheel coming out of the Casino Square. He showed some of his 1968 Monaco form in the second works Lotus, finishing a good fourth.

Beltoise. Attwood also had a big go and was only 0.7 sec slower than Hill, but competition was so strong that this had him on the fifth row.

Rob Walker had decided he would have to use last year's engine if Siffert were to get anywhere, and at once the team suffered no further oil pressurisation problems. Seppé really got a move on, and his final best was only 0.2 sec slower than Hill in the works car. Surprise of the session was the speed at which Surtees was getting round; on Friday his valve gear had been noisy, and the BRM boys had taken the spare engine out of the training car, and with this Surtees was making real progress. There were smiles all round in the BRM pit—the first we have seen since Monaco last year—and it looked as if with four valves they were back on the map again, for Big John had lapped in 1 m 26 s, joint fifth fastest with Siffert. Oliver in the second car spent most of the session in the pits when his front nose fins were found to extend beyond the limit of the wheels, and when he did get going he found himself in gear selection trouble and for once looked a trifle unhappy.

The Brabhams were all very similarly matched, but Jack Brabham and Jacky Ickx got little opportunity to practise for, after circulating nose to tail for a couple of laps, both had identical driveshaft failures (the actual shaft itself shearing) at precisely the same place, and had to foot it back to the pits. However, Friday's times put them both on the fourth row and ahead of Piers Courage in the Williams Brabham—but only just, for Piers had repeated his 1 m 26.4 s of the previous day, exactly the same time as Black

Jack. When Frank Williams heard of the Brabhams' driveshaft failures he looked confidently at the enormous GT40 doughnuts and UJs he had decided to fit to his car the week before.

The McLaren pair were going as fast as they could, and both improved on their times, Bruce getting down to 1 m 26.7 s, with Denny 0.1 sec slower—the latter looked far from well, and it was obviously a good thing that Indy was off for the moment. The rest of them were pretty unhappy, although Rodriguez got down to 1 m 30.5 s, and Elford did very well to get the old Cooper-Maserati round in 1 m 32.8 s. Moser was late for practice, as they were still in trouble with fuel tanks, and went slower than he had done on Friday.

RACE

PAUL FRERE dropped the flag with far less palaver than we have come to expect from its usual wielder, that grand old man of motor racing Louis Chiron, and Stewart made the cleanest start in the Tyrrell Matra from pole position, feeding the power in beautifully and avoiding excessive wheelspin. As they went up the hill he had already established a small lead over Amon, who had also made a good start in the Ferrari. Behind them Beltoise had rather surprisingly outfumbled Hill and was third in the second Matra, while the World Champion's Lotus had Siffert in the Rob Walker car and Ickx in the leading Brabham in furious pursuit. After them came Surtees, who appeared to be holding up Courage in the Frank Williams Brabham, and Brabham himself, who was just ahead of the two McLarens of McLaren and Hulme, who by now had 'flu and was far from well,

Just after the start Jackie Oliver rammed Attwood's Lotus from behind, which broke the front suspension of the BRM and created for Oliver the rather dubious record of two first-lap retirements in two years at Monaco.

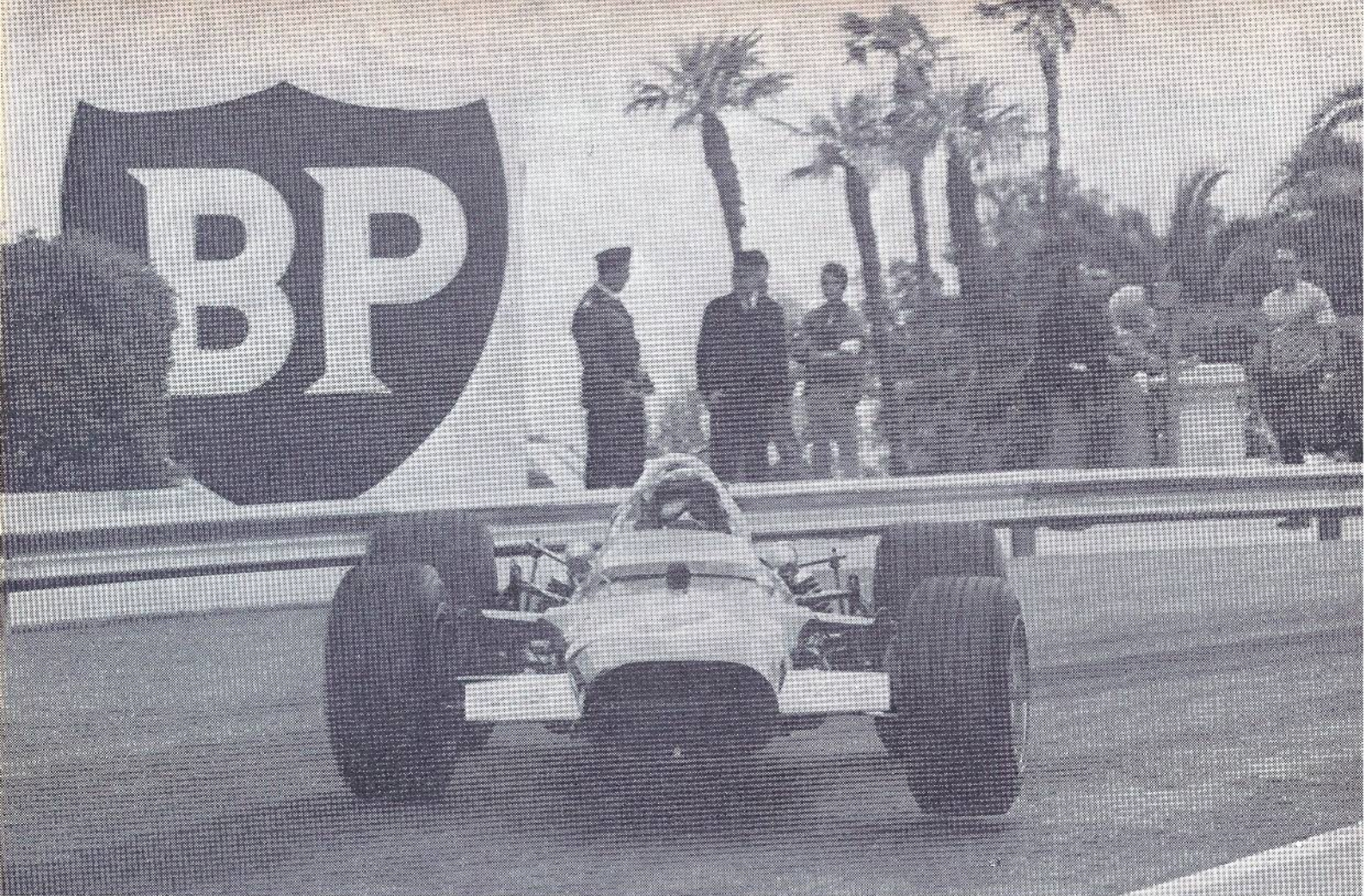
By the Gasometer Hairpin on the first lap Jackie had pulled out a three-length lead over the Ferrari, while Beltoise was holding off fourth man Hill. Siffert, Ickx and Surtees were still in that order, but Courage was desperately trying to pass the BRM, which was very much in his way. The rest of the positions were unchanged, although Rodriguez was now firmly locked in combat with Moser, and Elford had established his place at the tail of the field in the Cooper-Maserati.

By the second lap Stewart and Amon were well ahead, for the going was proving too fast for Jean-Pierre, whose rear-view mirrors were filled with red and gold Lotus. Siffert was having similar pressing problems from a determined young Belgian, while Courage had come up to join this duo, having passed the BRM. Brabham was far from happy to be behind Surtees, and was trying all sides to pass him but without success. The blue Matra and the red Ferrari were 1.7 secs ahead, but next time round third place had changed, for Hill had got the better of Beltoise. Ickx moved up into fifth place ahead of Siffert in a heart-stopping out-braking manoeuvre coming into the hairpin before the start-line, and Seppé's problems were plentiful, for Piers was now very much in the picture and wasn't going to see Ickx get away. There was now a good gap before Surtees in the BRM, who was occupying all the road only a matter of feet ahead of Brabham despite blue flags and Brabham's fist. The McLarens held station, but Attwood's Lotus was catching Denny all the time. The dice between Pedro and Silvio was getting heated, and providing plenty of excitement, albeit only for 13th place.

After five laps Stewart and Amon were 8 secs in front of Hill, and already looking quite uncatchable. Graham had pulled away a little from JPB, who was now being treated to the unwelcome attentions of both Ickx and Courage, and Siffert had fallen back a trifle, the Walker Lotus sounding as if it were suffering from ignition or fuel feed trouble. For the next three laps these positions remained unchanged, although Stewart was pulling away from Amon at over a second a lap, and the Scotsman's advantage was now a very healthy 7.3 secs. Jean-Pierre in the second Matra had come up again and was not letting Hill get away, while behind him a battle royal raged between Ickx's works Brabham and Piers Courage's private entry.

The only accident of the race occurred when Surtees and Brabham, who had completed 9½ laps, were speeding nose to tail down the front about 100 yds before the entrance to the tunnel, brakeless on its surviving three and he moved over to retire right in front of Brabham, who was trying to pass; Brabham's car rode over the back of the BRM, losing a rear wheel, and then careered on through the tunnel, brakeless on its surviving three wheels. Jack parked it between the exit of the tunnel and the chicane and walked back, convinced he had been the cause of the accident. Surtees found his car out of control and smashed into the retaining fence, which ripped off two wheels and bent the mono-coque badly, but John escaped completely unhurt. This meant McLaren was now eighth ahead of Attwood, who had split the two McLarens four laps earlier. Pedro was still keeping interest alive at the tail of the field with a spirited drive against Moser's more powerful Brabham.

Meanwhile out in the lead Stewart was driving a copybook race, with 12.8 secs in hand on lap 16 and a quickest tour of 1 m 25.1 s under his belt; Amon had fallen back a little as the brake pads were being knocked away from the discs, making for a spongy pedal. Just when people were wondering whether Hill might be able to catch the Ferrari



Jo Siffert arrives at the Casino Square absolutely on the limit in the Walker Lotus, waving a wheel at photographer Burn.

the matter resolved itself, poor Chris coming to a halt when the differential failed as he exited from the Station Hairpin. This was exactly the same failure as that which occurred in practice, and the gearbox on that occasion showed that the teeth on the bevel gears were unable to cope. The previous lap Rodriguez, who had just been passed by Moser, also stopped, when either the timing chain or a camshaft broke on the Parnell BRM. Moser joined the retirements list too, for a UJ broke at Gasometer, allowing him to coast into his pit for refreshment, but the mechanics were unable to repair the damage, which meant there were now only 10 cars left in the race.

It was beginning to look as if Stewart was about to score his GP hat-trick, for after 20 laps his lead had grown to 27.4 secs and Graham didn't look as if he stood a chance of catching him, having a hard enough time holding JPB back in third place. Then suddenly the situation completely changed. The following lap Beltoise came out of the hairpin and was accelerating away when the revs went suddenly sky high and he pulled into the pits with an inside driveshaft UJ broken. A lap later Matra International lost their other car when Jackie Stewart, well ahead in the lead, suffered the same failure as his team-mate and had to sit stationary by the side of the road as Hill went rushing by to take the lead. The Tyrrell cars had been consistent to the last, even retiring for the same reason within a lap and a half of each other!

It was Monaco's ten little nigger boys all over again, for with 66 laps still to go the field was now reduced to eight cars, a 50 per cent mortality rate—one could almost hear the organisers' groans from the pits. The race might have died there and then, had it not been for the fact that six of the eight survivors were on the same lap, and

only covered by a minute. Hill in the lead was 13 secs ahead of the Ickx/Courage duo, who were still hard at it, while Siffert, despite his sick-sounding engine, had not fallen that far back. Further excitement was added by Attwood, who was closing perceptibly on McLaren, encouraged by the thought of fifth place.

Courage, after pressing Ickx really hard for several laps, passed him on lap 27 and set off after Hill, who had now increased his lead to 16 secs. For four laps Piers held onto second place, although Ickx very nearly got him on one occasion at the hairpin, but Piers chopped across the front of him as he tried the outside line, which caused Jacky to lock up all four wheels and very nearly had him in the rails. But Jacky wasn't to be put off, and on the following lap he got by again, although he never pulled away.

At half distance Hill had 20 secs in hand, but still kept up the pressure, realising that Piers and Jacky were a very real threat. Seppé had fallen back a little but was still only 10 secs behind Piers, who was continuing to harry the works Brabham every inch of the way. Dickie Attwood was still catching Bruce McLaren and now had the orange car in full view, while Hulme was battling on although a lap behind in seventh position, and Elford soldiered on right at the tail of the field in the Cooper-Maserati. The only really interesting battle left was resolved with only 31 laps to go when Ickx came to a shuddering halt with yet another broken rear upright. The Belgian driver had been driving extremely neatly and avoiding the kerbs, and it was cruel luck that a suspension failure should again put him out when he was so well placed.

Hill still could not afford to let up, and was lapping in the region of 1 m 27 s, for Courage was being urged on by his pit who now saw the undreamed-of possibility of a

Grand Prix victory in sight. However, try as he might, Piers was unable to close on the leading Lotus, which if anything was pulling away slightly. Rob Walker was also encouraging Jo Siffert, who was now in third place and himself only 37 secs behind Hill. It certainly was an extraordinary race, and it was hard to believe that the reputedly fragile Lotuses were now occupying three of the first four positions—for Dickie Attwood had now finally passed McLaren and was fourth.

Now the main excitement left in the race was whether Attwood could catch Siffert for third place. With 20 laps to go he was 18.7 secs behind and, though he reduced this to 15 secs some five laps later, Seppé then quickened up and Richard fell back. In the final laps Hill permitted himself the luxury of easing a fraction, but Courage made sure there would be no stroking home.

Hill took the flag after 1 hr 56 mins 59.4 secs' racing, a record average speed of 129.036 kph. This was his fifth Monaco victory, for he won in 1963, 1964 and 1965 for BRM, was third in 1966 and second in 1967, and then won last year—a fantastic performance over seven years. It was also a great day for Frank Williams and Rob Walker, the private entrants, for Piers scored a brilliant six Championship points in finishing 17.1 secs behind Hill, and Siffert was precisely the same amount behind the Brabham in third place. Attwood thoroughly justified his inclusion in Team Lotus by bringing his veteran machine home in fourth place: the gearlever knob had come off in his hand after 10 laps, and he had been continually replacing it while driving, which was losing him valuable time, and as it was he had a nastily blistered right hand. McLaren and Hulme once again picked up points in the reliable McLarens, but Vic Elford failed to do so by just one place.

Practice 1				Practice 2			
NO	DRIVER	CAR	TIME	NO	DRIVER	CAR	TIME
7	J. STEWART	MATRA-FORD	1m. 24.9 s.	7	J. STEWART	MATRA-FORD	1m. 25.6 s.
1	G. HILL	LOTUS-FORD	1m. 25.6 s.	1	G. HILL	LOTUS-FORD	1m. 25.8 s.
6	J. ICKX	BRABHAM-FORD	1m. 26.0 s.	6	J. ICKX	BRABHAM-FORD	1m. 26.3 s.
9	J. SIFFERT	LOTUS-FORD	1m. 26.5 s.	8	J-P. BELTOISE	MATRA-FORD	1m. 26.3 s.
16	P. COURAGE	BRABHAM-FORD	1m. 27.5 s.	5	J. BRABHAM	BRABHAM-FORD	1m. 26.4 s.
4	B. McLAREN	McLAREN-FORD	1m. 27.6 s.	16	P. COURAGE	BRABHAM-FORD	1m. 26.4 s.
11	C. AMON	FERRARI	1m. 28.0 s.	3	D. HULME	McLAREN-FORD	1m. 27.8 s.
3	D. HULME	McLAREN-FORD	1m. 29.0 s.	14	J. SURTEES	BRM	1m. 27.9 s.
8	J-P. BELTOISE	MATRA-FORD	1m. 29.1 s.	2	R. ATTWOOD	LOTUS-FORD	1m. 28.0 s.
15	J. OLIVER	BRM	1m. 29.4 s.	11	C. AMON	FERRARI	1m. 28.8 s.
14	J. SURTEES	BRM	1m. 30.2 s.	4	B. McLAREN	McLAREN-FORD	1m. 29.2 s.
2	R. ATTWOOD	LOTUS-FORD	1m. 30.6 s.	15	J. OLIVER	BRM	1m. 29.5 s.
5	J. BRABHAM	BRABHAM-FORD	1m. 31.0 s.	17	S. MOSER	BRABHAM-FORD	1m. 30.5 s.
10	P. RODRIGUEZ	BRM	1m. 31.2 s.	10	P. RODRIGUEZ	BRM	1m. 34.6 s.
12	V. ELFORD	COOPER-MASERATI	1m. 38.7 s.	12	V. ELFORD	COOPER-MASERATI	1m. 38.0 s.
THESE TIMES WERE INVALIDATED AFTER				11	C. AMON	FERRARI	1m. 46.4 s.
THE CSI DECISION TO BAN WINGS.				9	J. SIFFERT	LOTUS-FORD	1m. 56.6 s.

Practice 3			
NO	DRIVER	CAR	TIME
7	J. STEWART	MATRA-FORD	1m. 24.6 s.
11	C. AMON	FERRARI	1m. 25.0 s.
8	J-P. BELTOISE	MATRA-FORD	1m. 25.4 s.
1	G. HILL	LOTUS-FORD	1m. 25.8 s.
9	J. SIFFERT	LOTUS-FORD	1m. 26.0 s.
14	J. SURTEES	BRM	1m. 26.0 s.
16	P. COURAGE	BRABHAM-FORD	1m. 26.4 s.
2	R. ATTWOOD	LOTUS-FORD	1m. 26.5 s.
5	J. BRABHAM	BRABHAM-FORD	1m. 26.5 s.
6	J. ICKX	BRABHAM-FORD	1m. 26.6 s.
4	B. McLAREN	McLAREN-FORD	1m. 26.7 s.
3	D. HULME	McLAREN-FORD	1m. 26.8 s.
15	J. OLIVER	BRM	1m. 28.4 s.
10	P. RODRIGUEZ	BRM	1m. 30.5 s.
17	S. MOSER	BRABHAM-FORD	1m. 31.5 s.
12	V. ELFORD	COOPER-MASERATI	1m. 32.8 s.
11	C. AMON	FERRARI	1m. 33.3 s.

Starting Grid

STEWART MATRA-FORD 1m. 24.6 s.	AMON FERRARI 1m. 25.0 s.
BELTOISE MATRA-FORD 1m. 25.4 s.	HILL LOTUS-FORD 1m. 25.8 s.
SIFFERT LOTUS-FORD 1m. 26.0 s.	SURTEES BRM 1m. 26.0 s.
ICKX BRABHAM-FORD 1m. 26.6 s.	BRABHAM BRABHAM-FORD 1m. 26.4 s.
COURAGE BRABHAM-FORD 1m. 26.4 s.	ATTWOOD LOTUS-FORD 1m. 26.5 s.
McLAREN McLAREN-FORD 1m. 26.7 s.	HULME McLAREN-FORD 1m. 26.8 s.
OLIVER BRM 1m. 28.4 s.	RODRIGUEZ BRM 1m. 30.5 s.
MOSER BRABHAM-FORD 1m. 30.5 s.	ELFORD COOPER-MASERATI 1m. 32.8 s.

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
7 STEWART Matra-Ford	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
11 AMON Ferrari	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
8 BELTOISE Matra-Ford	8	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	8	8	8	8	6	16	16	16	16	16	6	6	6	6	16	16	16	16	16
1 HILL Lotus-Ford	1	1	8	8	8	8	8	8	8	8	8	8	8	8	8	8	6	6	6	6	6	16	9	9	9	9	9	9	9	9	9	9	9	9	9	
9 SIFFERT Lotus-Ford	9	9	6	6	6	6	6	6	6	6	6	6	6	6	6	6	16	16	16	16	16	9	4	4	4	4	4	4	4	4	4	4	4	4	4	
14 SURTEES BRM	6	6	9	16	16	16	16	16	16	16	16	16	16	16	16	16	9	9	9	9	9	4	2	2	2	2	2	2	2	2	2	2	2	2	2	
6 ICKX Brabham-Ford	14	16	16	9	9	9	9	9	9	9	9	9	9	9	9	9	9	4	4	4	4	2	3	3	3	3	3	3	3	3	3	3	3	3	3	
5 BRABHAM Brabham-Ford	16	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
16 COURAGE Brabham-Ford	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
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Peterson wins F3 thriller

By JUSTIN HALER

AFTER a sensational battle which lasted for 22 of the 23 laps of last Saturday's Monaco F3 race, Ronnie Peterson brought his powerful Tecno home ahead of Reine Wisell's Chevron. During their battle the pair shattered the lap record consistently and, putting up times that put a couple of the F1 cars to shame, they left Tim Schenken's Brabham and the works Alpine-Renaults some way behind. Jabouille just pipped Schenken at the finish, while Depailler finished a lonely fifth ahead of Jean-Pierre Jaussaud's Tecno, which spent the race climbing up from a lowly grid position.

ENTRY

NATURALLY enough, the presence of the F1 team managers and the unique prestige of the Monaco F3 race attracted the cream of the aspiring F3 drivers. Tecnos, with their kart-developed castor and camber angles, giving astonishingly responsive if tiring steering, were the most numerous chassis. Last year's winner, Jean-Pierre Jaussaud, headed the list with his Tecno France car, with team-mate Bernard Plaisance in the second '69 machine. Ronnie Peterson brought along his very successful '69 model with the works Novamotor engine, while other '69s were in the hands of François Mazet, Ernst Maring, Alain Franceschi, Peter Gaydon, Jürg Dubler, Roland Salamon, Jean Blanc and Rodolphe Gygax. Year-old models were entered for François Libert (ex-Cevert), "Jimmy" Miusset, Pino Babbini, Lionel Noghes, Bernard Baur, Freddy Link and Cliff Haworth. Finally came Peter de Meritt with a '67 version, and Graham Goodman with a late '66 car.

There were fewer Brabhams than usual, but Tim Schenken's Sports Motors BT28 and the similar Clark-Mordaunt care of Mike Beuttler were top contenders. Jean-Pierre Cassegrain and Ingvar Pettersson also had BT28s, but both lacked the stronger front springs and sorted handling of the other two. The Goodwin *équipe* had their usual BT21B for Cyd Williams, with Natalie Goodwin in her BT21. Eddie Jacobsson and Roger Hansen were in BT21B and BT21 respectively, and Peter Korda had his BT18.

Jean-Pierre Jabouille had the newer A360-type works Alpine-Renault, with Patrick Depailler in the A330. Other strong challenges came from Reine Wisell with the works Chevron B15, ably backed by Peter Hanson, Howden Ganley and René Ligonnet in their own B15s, Patrick Champin's MRE Merlyn Mk 14A, Hervé Bayard and Max Bonnin in Matra MS5s, Mike Beckwith's Lotus 59, Roger Keele in the EMC and Mike Campbell's Titan Mk 3. Jean Max brought along the sole GRAC M78, the wedge-shaped type, while in another wedge, the Bellasi Cuneo, was Giorgio Pianta. Quentin Fraser had his Merlyn Mk 14, Adam Potocki his Matra MS5, Robs Lamplough a Lotus 41 and finally Jose Juncadella the Jeff Uren Brabham BT21.

PRACTICE

PRACTICE took place on Thursday and Friday in two 40-minute sessions, with the field seeking to qualify for one of the 22 places in each heat. The biggest problem of the whole event was the chicane, which caught many of the drivers out. Among the unlucky ones was Schenken, who damaged a wheel and a nose cone. Patrick Depailler lost a wheel off the Alpine, fortunately without serious damage, while Beuttler and Schenken both had their brake pedals twist round, causing them lurid moments.

Peterson was suffering from low oil pressure in both sessions, but put his effort in on Friday to lead his heat with 1 m 34.3 s, well under Jaussaud's 1 m 36.2 s record, and marginally ahead of Dubler, Gaydon, Baur, Jaussaud, Mazet, Schenken and Williams.

Surprise of the other heat was the performance of young Peter Hanson, who did little more than club racing with a Brabham BT21 last season; Hanson turned in a superb 1 m 35.3 s for fastest of the heat ahead of Depailler, Jabouille, Wisell, who had experimented with and discarded a Pygmée engine, and Keele, who had had his car set up properly by his father, EMC chassis designer Mike Keele.

HEATS

JAUSSAUD rocketed off into the lead of the first heat with Peterson right behind and Jabouille, Depailler and Beckwith up with them. Peterson, however, was soon setting the pace and he slipped by into the lead at the Gasometer hairpin. Thereafter he began to ease ahead of Jabouille, Jaussaud, Depailler, Keele, Baur, Cyd Williams and Beckwith, who were scrapping furiously.

By lap 10, with Peterson pulling away despite the desperate efforts of Jaussaud, who had repassed Jabouille, the field was beginning to thin out. Maring spun at the chicane and retired, the Bellasi ground to a halt and Baur hit the notorious chicane, tearing off a front and a rear wheel, which disappeared over the Armco barrier into the sea!

Then, with 11 of the 16 laps gone, Jaussaud clipped the chicane, damaging a front wheel, the steering and a front wishbone. This made the car virtually unmanageable, and he crawled home for the rest of the distance, being taken by the team-mates Jabouille and Depailler, who were battling like arch-rivals, and also Keele, going tremendously and right behind them, and Beckwith. Poor Cyd Williams stopped abruptly by the tunnel when his fuel pump packed up.

So it finished, with Peterson well ahead of the Alpines and Beckwith. Keele should have been fourth, but was lucky to coast in fifth with an engine that had blown up. Bayard was sixth ahead of the unhappy Jaussaud, and then came Bonnin, Ganley and Jacobsson, who fought furiously for the remaining qualifying positions.

Although Hanson and Schenken made the best initial starts in the second heat, Dubler soon flung his spectacularly-driven Tecno into the lead and began to surge ahead. Wisell and Schenken gave pursuit, fighting for the first few laps for second place until Reine started to try really hard and pulled away. Meanwhile Mazet was now right with Schenken, and behind them Beuttler and Gaydon were battling away well clear of Link, Muiset, Ligonnet and Noghes. It certainly wasn't a lucky day for the Goodwin team, for after just a lap Natalie called in at the pits, having been hit by Libert's Tecno. This lost her enough time to prevent her from almost certainly qualifying for the final.

Hanson had been holding a fine fourth place, but inexperience caught up with him at the chicane, where he demolished part of the Chevron's rear suspension. Wisell, having shaken off the Schenken/Mazet dice, was now really motoring, and by lap 10 he was beginning to put the pressure on Dubler. But, just as the crowd got set for a thrilling closing stage battle, Dubler coasted into the pits—the low tension wire had come adrift from

the distributor, and the unlucky Dubler was once again out while leading. Schenken got clear of Mazet for second behind Wisell, with Beuttler, repeating recent form, fourth, and Gaydon, showing his 1967 flair, fifth.

More Tecnos in the hands of Link, Miusset, Haworth and Babbini followed, then came Ligonnet and a rather unhappy Cassegrain. Jean Blanc's white Tecno had been running eighth at the beginning, but he accidentally flicked off the ignition switch, losing a lap and qualification.

It was a fine victory for Wisell, who had been running the race with a hole in one of his YB11s. Meanwhile back in the paddock there was plenty of activity as the Mike Spence mechanics replaced an engine mount on Beckwith's Lotus, and particularly in the Ehrlich camp, who got a new engine in the EMC within two hours.

FINAL

WITH speculation mounting as to who was going to win the much awaited Scandinavian needle-match, Paul Frère dropped the flag for the 23-lap final. As they shot up the hill it was Wisell, Peterson, Jabouille and Schenken, pulling away from Depailler and Beuttler, Beckwith, Jaussaud, Gaydon and Bayard, with Keele charging through from a shocking start. The two Swedes were completely out-pacing Jabouille and Schenken, whose exhaust pipe had become loose, Depailler, and then Beuttler and Jaussaud. Beckwith only lasted four laps, pulling up after the chicane with a melted piston. Ganley, well down, was also in trouble, and he gave up before half distance with a bent wishbone after hitting a kerb.

Meanwhile Peterson grabbed the lead after seven laps, the pair often approaching corners side by side and getting through with centimetres to spare. Jabouille and Schenken were fighting hard ahead of Depailler, and then came Jaussaud, now on his own after Beuttler's good run had ended with a broken camshaft. By lap 16 Wisell had started to make his real effort to break away. He got 100 yds ahead at one stage, but on lap 21 the Tecno was by when the Chevron had to take to the escape road by the chicane, losing 10 secs or so. They finished well spaced, with Jabouille just behind Wisell and Schenken right with him. Jaussaud caught up well with Depailler, but just couldn't get by, while Keele was catching on Gaydon for seventh when the flag fell. Bayard was ninth, and was nearly caught by Cliff Haworth.

11th Monaco F3 Grand Prix 23 laps, 72 Kms

- 1, Ronnie Peterson (Tecno-Novamotor 69), 36 m 5.6 s, 120.246 kph.
- 2, Reine Wisell (Chevron-Felday MAE B15), 36 m 14.1 s.
- 3, Jean-Pierre Jabouille (Alpine-Renault A360), 36 m 15.3 s.
- 4, Tim Schenken (Brabham-Lucas MAE BT28), 36 m 17.5 s.
- 5, Patrick Depailler (Alpine-Renault A330), 36 m 27.9 s.
- 6, Jean-Pierre Jaussaud (Tecno-Novamotor 69), 36 m 29.1 s.
- 7, Peter Gaydon (Tecno-Ehrlich MAE 69), 37 m 7.8 s; 8, Roger Keele (EMC-Ehrlich), 37 m 14 s; 9, Hervé Bayard (Matra-RPM MS5), 37 m 25 s; 10, Cliff Haworth (Tecno-Novamotor 68), 37 m 26.1 s; 11, Max Bonnin (Matra-Lucas MAE MS5), 22 laps; 12, Roland Salamon (Tecno-Novamotor 69), 22 laps; 13, Pino Babbini (Tecno-Novamotor 68), 22; 14, Jean-Pierre Cassegrain (Brabham-Holbay BT28), 22.

Fastest lap: Wisell, 1 m 32.3 s (record).

Heat 1 (16 laps): 1, Peterson; 2, Jabouille; 3, Depailler; 4, Mike Beckwith (Lotus-Holbay 59); 5, Keele; 6, Bayard; 7, Jaussaud; 8, Bonnin; 9, Howden Ganley (Chevron-Lucas MAE B15); 10, Salamon; 11, Eddie Jacobsson (Brabham-Holbay BT21B).

Fastest lap: Jaussaud, 1 m 35.2 s, 118.928 kph (record).

Heat 2 (15 laps): 1, Wisell; 2, Schenken; 3, François Mazet (Tecno-Novamotor); 4, Mike Beuttler (Brabham-Holbay BT28); 5, Gaydon; 6, Freddy Link (Tecno-Tecno); 7, Jimmy Miusset (Tecno-Tecno); 8, Haworth; 9, Babbini; 10, René Ligonnet (Chevron-RPM B15); 11, Cassegrain.

Fastest lap: Wisell, 1 m 34.5 s, 119.809 kph.

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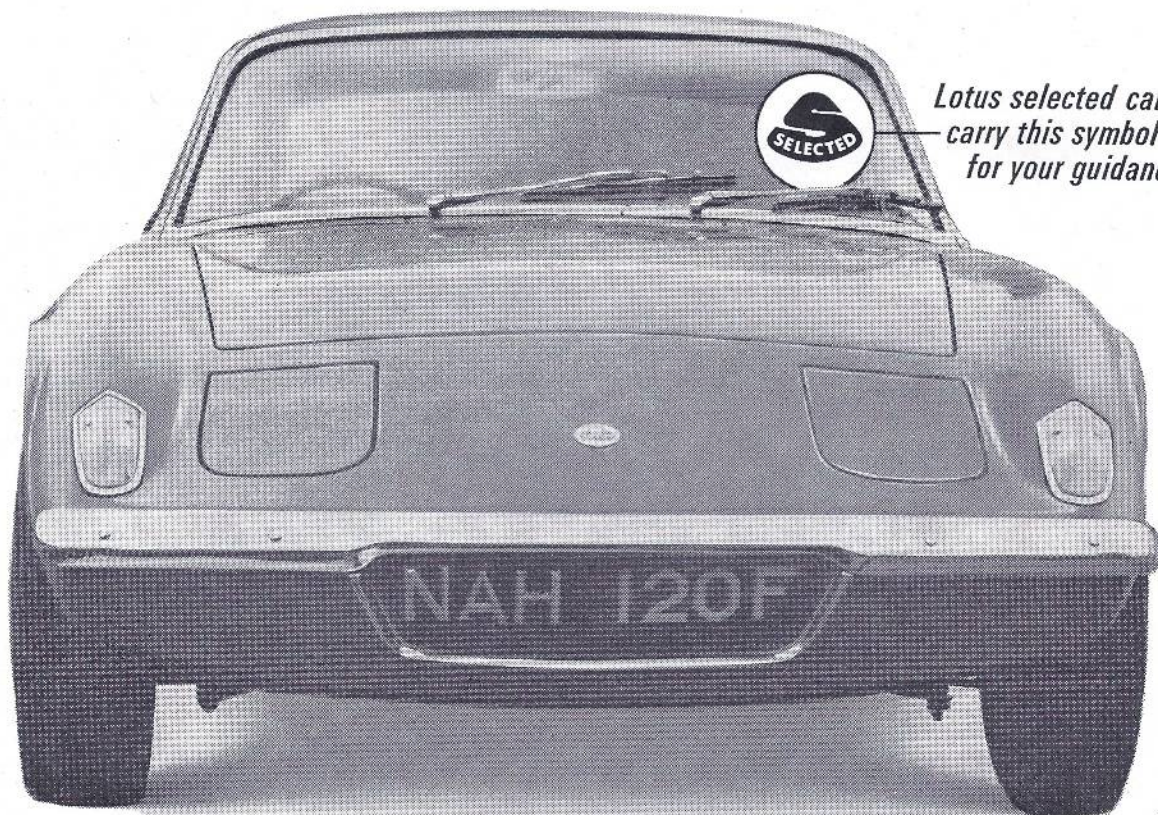
45,000 miles on the speedometer.”

Autocar

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Motor Sport

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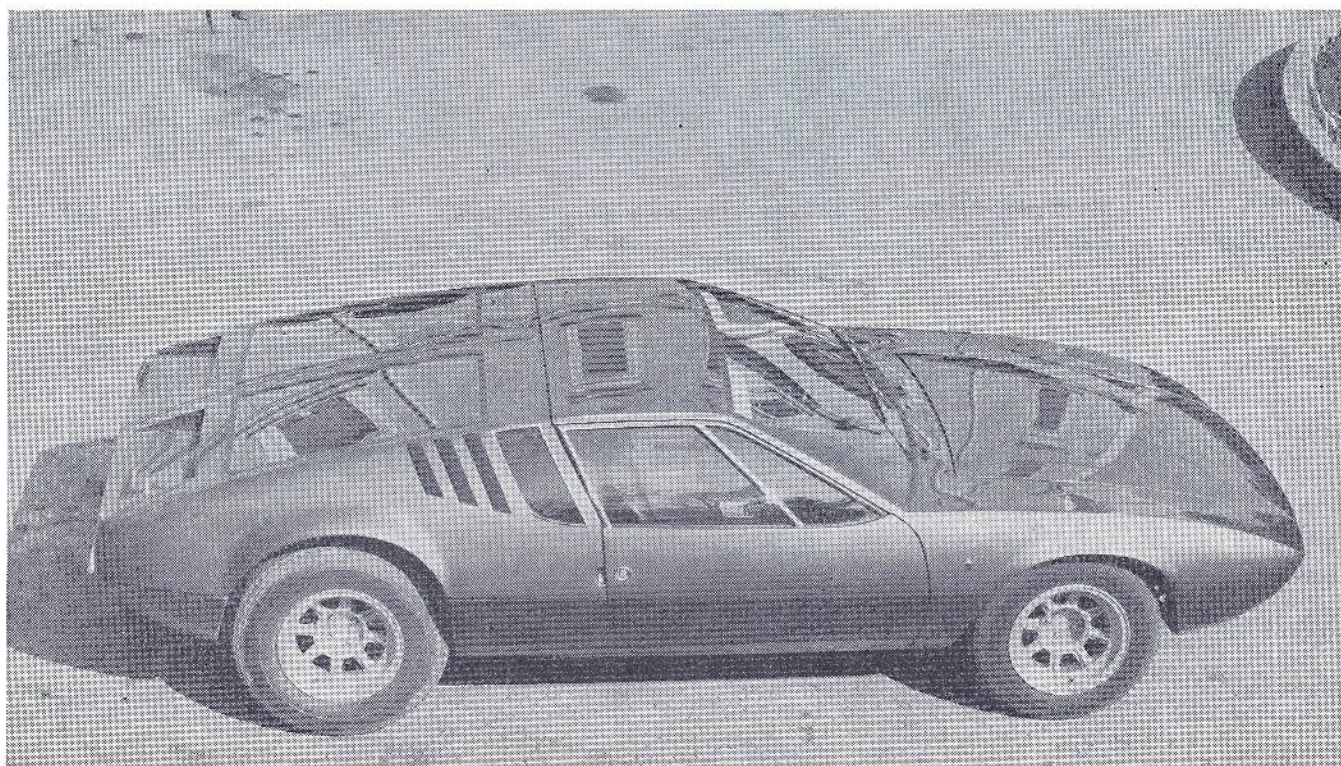


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The V8 mid-engined Mangusta has one of the most dramatic shapes of any road car; it is the work of Ghia.

De Tomaso's

Backboned Mongoose

By RONALD BARKER

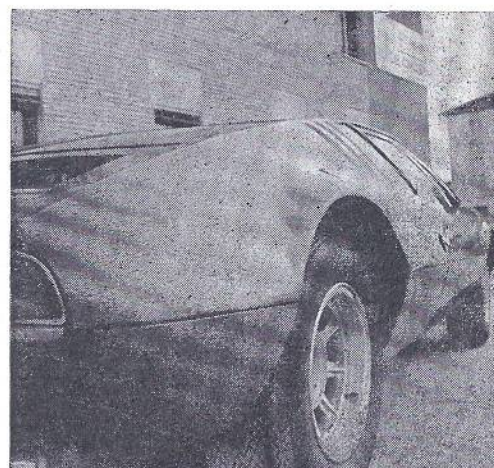
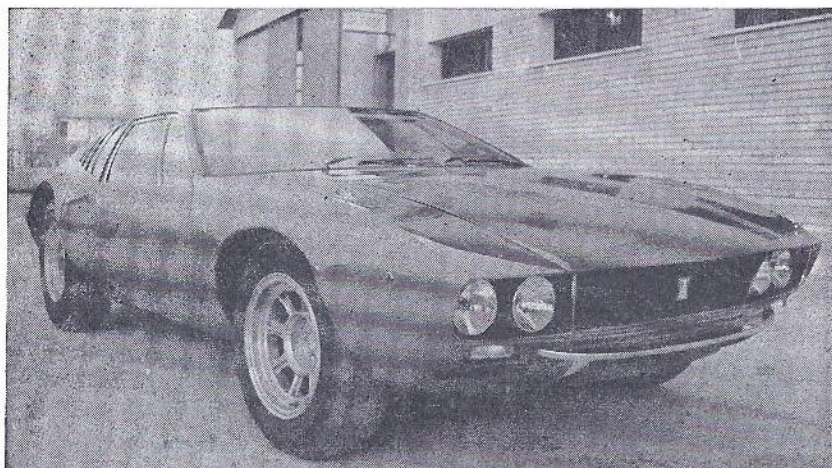
WHEN the Mangusta (mongoose) was first exhibited at the Turin Show in the autumn of 1966, it was regarded by some cynics as nothing more than a startling styling exercise by Ghia, mounted for convenience on one of Alessandro de Tomaso's prolific one-off chassis—in this case a mid-engined backbone-framed device powered by an American Ford V8 unit. There it was again in 1967—by which time de Tomaso had a finger firmly in the Ghia pie through his con-

nections with Rowan Electric of the USA, who had acquired a controlling interest in the Italian company. And yet again in 1968—but by this time it had attracted a substantial order from the States; this was the sort of challenge a man of de Tomaso's initiative and enterprise could not resist. Presto! An assembly plant rose like magic on the outskirts of Modena, ex-Ferrari executive Ugolini was engaged to supervise operations, and by the end of February the initial American contract

for 50 had been completed.

I went to see what goes on there at the invitation of H. R. Shalson, Managing Director of the Kentgran Trading Co Ltd of 407 Holloway Road, London N7, who plan to market the Mangusta in this country and have already appointed the Chipstead Motor Group to handle sales. I rubbed my eyes to see some 25 nearing completion in the main assembly shop and 35 more awaiting collection in a large store nearby. Presumably delivery to the USA had been held up by the then current shipping strike there. Others were dashing about with *prova* plates on pre-delivery tests.

Already the problem, they say, is to make enough to meet demand. This year's target is about 280, of which 180 will cross the Atlantic; next year, if all goes well, there could be 450, of which 300 will go to the States. Although the Mangusta does not yet conform



Included in the £8750 purchase price is a flight to the factory to determine one's individual specification.

to all the Federal safety regulations, there are temporary concessions for makes of which fewer than 500 are made per annum.

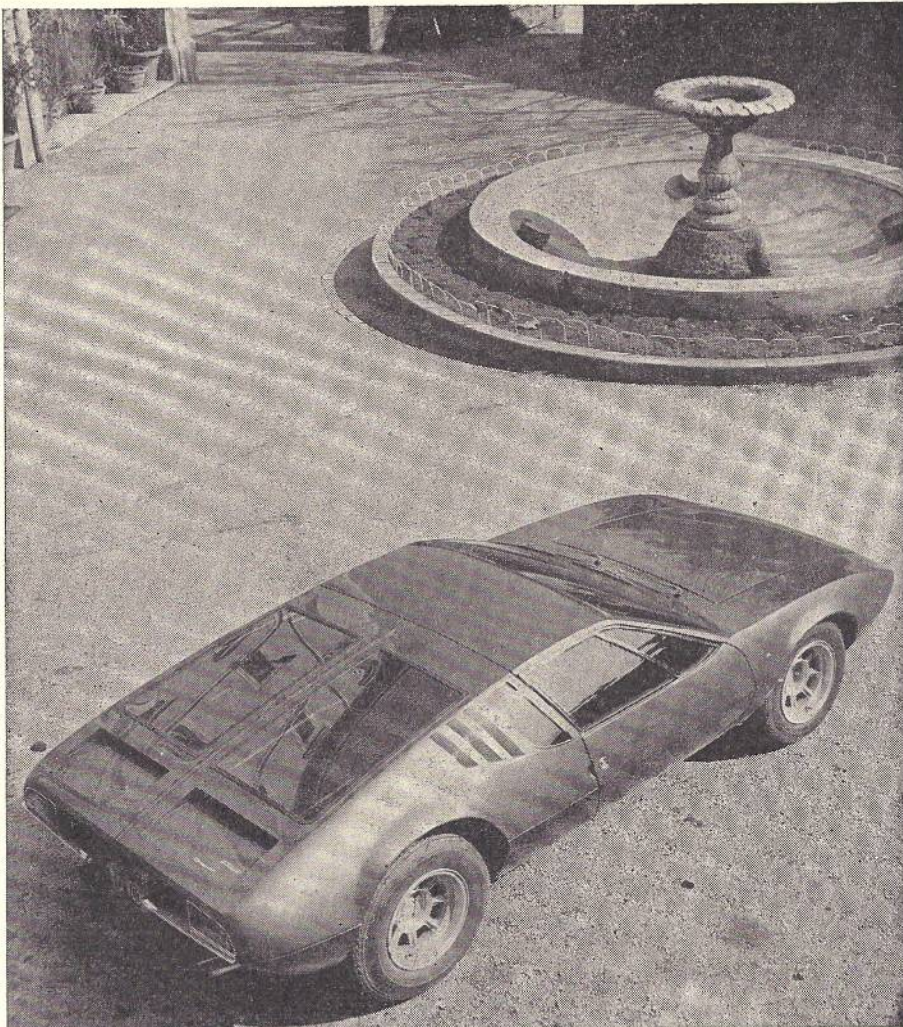
You could think of the Mangusta as a slightly underprivileged Miura—a little less decorative, not so fast, but it would not matter so much if you blew up the engine. Whereas US customers will have a fully breathalysed, California-style 5-litre motor giving 265 bhp net, Europeans can exhale smog through a somewhat warmer 4.7-litre (101.6 by 72.9 mm) unit with special de Tomaso camshafts and valve gear giving around 305 bhp at 6200 rpm. The torque curve peaks at 410 lbs/ft at 3500 rpm. All the engines are run in and checked on a dynamometer before installation.

In each case the gearbox is a close-ratio, all-indirect five-speeder by ZF, the ratios being 2.42, 1.47, 1.09, 0.96 and 0.85 to 1; with 4.22 to 1 final drive gearing, the overall figure in 5th is 3.59 to 1. Tyres are German Dunlop SP, 185-15 front, 205-15 rear, on zirconium wheels designed by Automobili de Tomaso and cast for them by Campagnolo.

The welded chassis frames are fabricated by a sub-contractor in Modena, then sent to Ghia in Turin to have the steel bodies permanently fitted. Only the boot lid (in the nose) and engine hatches are of aluminium, even the doors being steel. The quality of panelwork and paint finish is impressive. Great trouble has been taken to insulate the cockpit from engine noise and fumes, and an air-conditioning plant (mostly of Spanish origin) is standard, perhaps because it has been found essential for summer use with the occupants exposed so close behind such a vast expanse of screen.

One of the thornier problems of the midships engine layout for touring cars is that of weight distribution. If there's to be any luggage space in the nose the spare wheel has to be housed in the tail, and for safety reasons the 20-gallon fuel supply, too, has to be behind the cockpit. In this case even the battery is right aft, just behind the nearside wheel arch. Ready to run but unoccupied, the Mangusta supports only about 32 per cent of its weight on its forepaws, the balance obviously being much improved with two up and some luggage. While the huge tyres make it safe and manageable on dry roads, in wet conditions the light front end and high torque available at the rear wheels would call for extra discretion.

Jonathan Williams, that impishly disarming miniature among racing drivers (life in Rome must be *molto divertente*), had come along to demonstrate the Mangusta's abilities on local country roads (as distinct from *autostrada*, which tell you very little). He has been doing some development testing on the car, and reports a true timed maximum of



The Mangusta's lines are hunched and purposeful, and are nicely set off by the zirconium Campagnolo wheels.

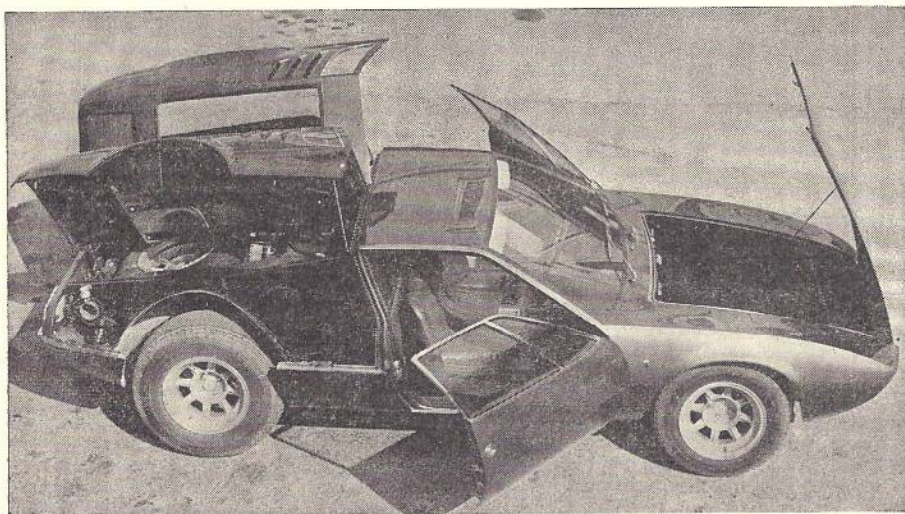
around 153 mph and a standing kilometre in 26 secs without resorting to firework tactics. By comparison, an American journal recently reached only 118 mph with their softer variety. Jonathan emphasised that the Mangusta is no competition car as it stands, but was conceived as a fully tractable and more-or-less practical road car. With such flexibility and torque it doesn't need five speeds—the punch in top from about 25 mph would be enough for most people—but the ZF box happens to be the only one suitable and

available for this layout.

With the roof at elbow height (3 ft 7 ins) above ground level you have to fold yourself up to enter, and at first the top of the screen and its pillar seem oppressively close, although less so when you sit back and relax in the leather chair. But the cockpit is short and wide, with the window into the engine compartment just behind your neck. Although the take-off is electrifying, the comparative lack of noise is remarkable—it could almost be termed quietness. If five gears are an affliction, the close gaps do even out the torque reversals during changes that can be so taxing for a passenger's neck muscles.

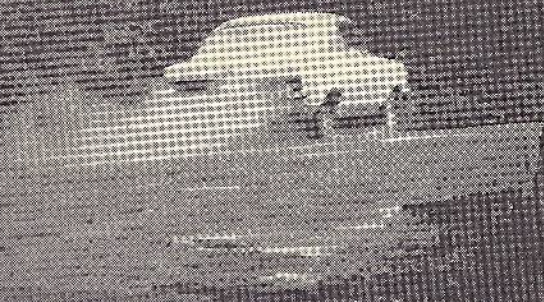
Maybe the shocking road surfaces accentuated an impression that the suspension is needlessly firm, and the seats tend to keep you jogging up and down in phase; perhaps they need thicker stuffing to deaden them. We had dry weather, which allowed Jonathan to show how a mongoose can dart round corners without losing its foothold, which it does with a curious lateral rocking motion when near the limit. It goes like the wind, and seems to do all the other dynamic things you might expect of it; but the greatest sensation will always be static, by the roadside, wherever there are people around to gather like globules of mercury and form a crowd. . . .

The first RHD car is scheduled for early June, and in a full year about 10 Mangustas could be imported here. Included in the retail price—about £8,750—will be a flight to the Modena factory for each customer to discuss his individual requirements, and to try to come to terms with one of 32 standard colour schemes! There is a plan to bring a Mangusta over here soon for demonstrations.

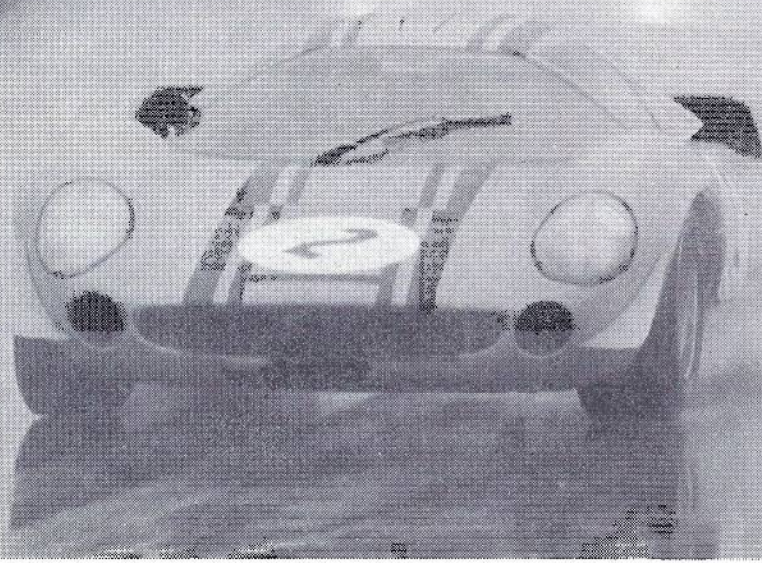


The double engine hatches give reasonable accessibility, and there is a small luggage locker in the front.

When they set out again very early next morning the rain was bucketing down in a fine, freezing curtain. He swung the white car out onto the road and, immediately, the spray jetted out from his tyres like the wake of a water-skier. Then they were in the woodlands. Winding the car round the steep bends he felt his tyres biting down through the sluice of sliding water, gripping onto the black tarmac to hold them steady as he swung fiercely left, left, and left again, whipping down the hill and out toward the clear patch of skyline and the level land where the boat was waiting.....



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Chris Craft splashes through Copse in the winning Lola Mk 3 soon after passing Paul Hawkins Mk 3B, which is just visible behind, headlights piercing the spray.

Lolas swamp Martini

Chris Craft cruises home to win soaking Martini Silverstone by over a lap — Hawkins loses victory in closing stages — Redman second from Piper — Skeaping takes 2-litre class

By SIMON TAYLOR

Photography by ROBIN REW

ALL the old clichés about non-Dry Martinis were dredged up at Silverstone last Saturday, for torrential rain, accompanied by Silverstone's notoriously poor track drainage, almost reduced the Aston Martin OC's annual international to a farce. Although many drivers felt that the 65-lap Group 4 and 6 feature race should have been shortened or even abandoned, it was run to full length, and towards the end the rain did abate and the deep pools of water that lay all round the circuit dissipated somewhat. Cars were spinning off everywhere when the conditions were at their worst, but race interest was maintained by a fine duel for the lead between the big Lola-Chevrolets of Paul Hawkins and Chris Craft; Craft fell back after a couple of spins and only retook the lead when Hawkins had throttle linkage trouble in the closing stages and dropped to fourth.

Filling in the leading Lola quartet in second and third places were Brian Redman, who was delayed by several spins on the streaming track but set fastest lap, and early leader David Piper, who drove very consistently and was the only one of the four not to spin. Chris Skeaping, having his first day's racing this season, coped well with the conditions and finished a comfortable fifth overall in his Chevron-BMW, easily winning the 2-litre class from John Lepp's three-cylindrical Chevron and just failing to catch the ailing Hawkins at the end. Teddy Pilette and Andrea de Adamich were seventh and eighth in T33 Alfa Romeos.

ENTRY

THE Aston Martin OC received a large entry for their 65-lap Group 4 and 6 thrash round the Silverstone Grand Prix circuit, and consequently decided to run a second 25-lapper for the spare 2-litre cars that didn't get into the main race, although as it turned out non-starters were rife in both and several cars did both events.

Those who remembered the duel for the lead in this race last year were glad to see Frank Gardner entered in Alan Mann's Ford F3L P68 coupé, which apart from a rebuilt

engine was in BOAC 500 trim. Another interesting 3-litre was Max Wilson's Lola Mk 3, which has been extensively but neatly modified to take a V12 BRM engine and is clothed in an attractive wedge-profiled 1969 Lola CanAm bodysuit. The new Piper GTR with Martin V8 engine made its first appearance in practice, driven by John Bamford, but the tail was damaged and it non-started, and as Tony Beeson's 2.7 Chevron-Climax B6 was another non-starter at the last minute with shorting electrics, the only other Group 6 car in the big class was Teddy Pilette's Team VDS Alfa Romeo T33 with 2.5 motor.

Apart from Mac Daghorn's lone GT40

(old 1001, the first production car, ex-Sid Taylor, Charles Lucas, John Woolfe and Andy Cox among others, and now refurbished by new owners Malaya Garage), the big Group 4 class was all Lola. Ulf Norinder's entry and both of John Woolfe's failed to materialise, but in Mk 3Bs were Paul Hawkins, Firestone-shod as usual and with a replacement Traco unit after his disastrous gudgeon pin breakage at Spa the previous week; David Piper, who had his usual Traco unit but a bigger radiator and header tank to solve recent cooling problems; Brian Redman, in the Bartz-powered Sid Taylor car; and Trevor Taylor, with the Traco Team Elite version. In earlier Mk 3s were Chris Craft in the TechSpeed entry with wet-sump Bartz motor, new brakes, and new cylinder heads to replace the ones that cracked at Monza; David Hobbs, who was pedalling the ex-Bonnier 1968 car which has recovered from its March Mallory Park shunt in the hands of new owner Jim Beach, and is now entered by Malcolm Gartlan of Falcon fame; and David Prophet, who had his usual partially ex-de Udy mixture.

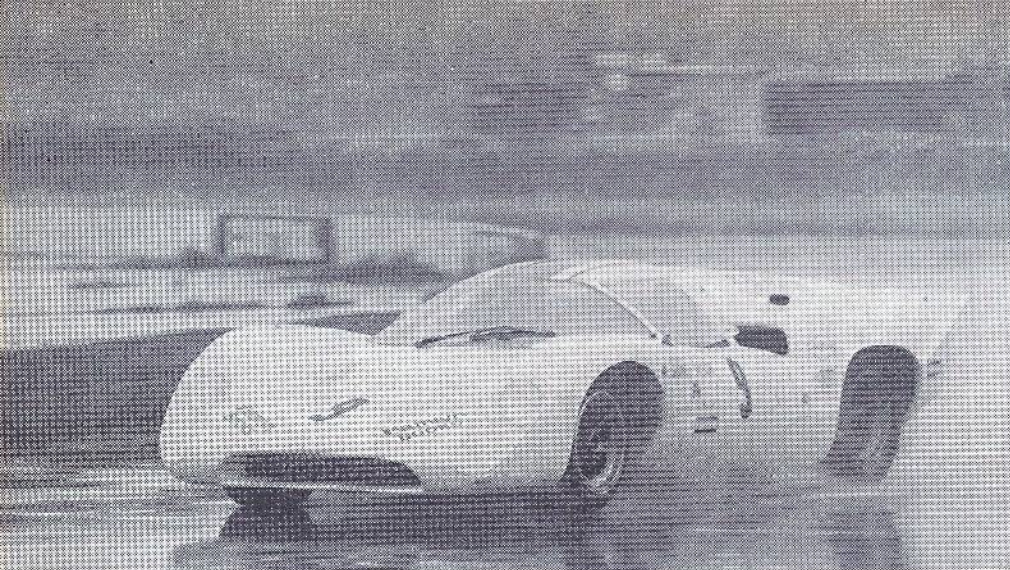
In the small Group 6 class were John Miles, with the only Gold Leaf Lotus Type 62 ready so far, looking much neater since its first appearance at the BOAC 500 having lost its "curtain" front spoiler; Mark König, giving the new Nomad-BRM Mk 2 its first British outing, having repaired the Targa suspension damage; Peter Crossley, in his ex-Dean Brabham-Climax B8; the Chevron-FVAs of Andy Mylius and John Blades (although Blades didn't make the main race); and Roger Nathan's Astra-Climax, which also non-started.

The 2-litre Group 4 class was unusually varied, with Andrea de Adamich in a works Autodelta Alfa Romeo T33, Claude Bourgoignie in a VDS 2-litre Alfa and Dutchman Ed Swart in a 2000S Abarth entered by Team Radio Veronica. Tony Dean was in Bill Bradley's Porsche 910, Richard Brostrom in his ex-Lucas/McNally 910, and Nick Gold, Jem Delmar-Morgan and John Spero in their Carrera 6s. In the Chevron-BMWs destined for the main race were Peter Gethin in the fuel-injected works car, John Burton and Paul Ridgway in the orange Worcestershire Racing Association entries, John Lepp, Chris Skeaping, Clive Baker and Ian Skales, while Vic Walker in Brian Alexander's Lotus 47 and Graham Lynch's Lotus 47 also got into the main race.

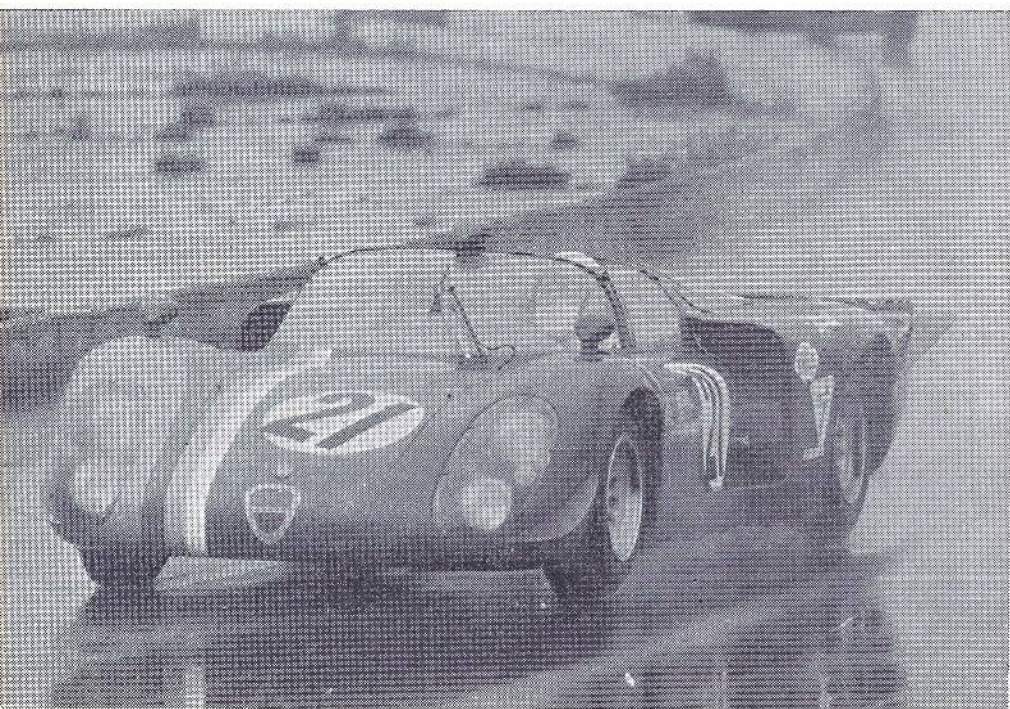
PRACTICE

FRIDAY'S practice sessions featured both dry and wet conditions, but in the dry Gardner left nothing in much doubt by getting the F3L round in 1 m 28 s dead, 0.6 sec under the record he set in this car at this meeting last year. None of the Lolas beat Hulme's G4 record of 1 m 29.2 s, although Redman got within 0.7 sec of it, with Piper and Taylor completing the front row with 30.3 and 31.7, Taylor complaining of being well down on revs. Hawkins (31.8) and Craft, who spun mightily (34.5), were on the second row with John Miles, who got the Lotus down to 1 m 34.6 s, 0.8 sec faster than Tony Dean's Dino record set in last year's Martini. Dean himself was on the third row in the 910 (37.4) along with Wilson's Lola-BRM (37.2). Gethin in the works Chevron (37.4) and Pilette's 2.5 Alfa (37.5). Pilette touched the wall on the inside of Club but pressed on regardless, only to damage the tail of the Alfa against another car. David Hobbs' car missed practice, which banished him to the back of the grid.

Brian Poole, who was entered in the small race, had a sensational accident at Abbey Curve when he flipped his Lotus 47 several times and the car caught fire; he was extremely lucky to escape with a burned wrist. Despite the Monaco aerofoil ban, it was decided to allow aerofoils on Group 6 cars—



Brian Redman drove very bravely in Sid Taylor's Lola, finishing second despite several spins, and setting fastest lap.



Teddy Pilette brought the 2.5-litre Team VDS Alfa Romeo T33 into seventh place, and was the first Group 6 driver home.

they aren't allowed on Group 4 cars anyway, of course—but in any case the only car affected was the Alan Mann Ford.

RACE

IT was teeming with rain onto an already waterlogged track as the field came out for a few exploratory laps, and Trevor Taylor decided that it was pointless to race in such conditions and headed for home. Burton spun off coming out of Maggotts on his first warming-up lap and damaged the back of the Chevron, and Dean spun too, while several cars, including the Ford F3L and Gethin's Chevron, drowned their electrics and did not come to the line. Hobbs' Lola was pushed off the back of the grid having shorted through an earth lead and flattened its battery, and Redman said that the conditions were so bad that a dab of throttle at as low as 3000 rpm was enough to spin the big Lola completely. The start was delayed a few minutes, allowing Burton's Chevron to be removed from the ditch, but things got no better, and so the race was started.

Hawkins made a tremendous start from the second row, making use of the empty pole position ahead of him (vacated by the F3L) to go straight into the lead, and Miles did

the same from the other side of the second row through the space left by Taylor. Hawkins' lead was shortlived, for he spun in front of everybody at Abbey on the first lap, although he got going again almost immediately. Thus it was the pea green Lola of David Piper which came round first, chased, incredibly, by the Chevron of John Lepp, with Craft third and Redman fourth—but Redman had a resounding spin at Woodcote; he also wasted little time in getting going, as did Tony Dean who also rotated, but a third spinner, Delmar-Morgan, could not restart.

Craft was now past Lepp and closing on Piper, while Hawkins was coming up fast after his spinnage and was fourth from Redman, Miles, Pilette, de Adamich and Skeaping. Dean spun again at Becketts, while König made a brief detour into the Becketts ditch but regained the tarmac, and Mylius rotated at Woodcote. Lap 3 and it was Lepp's turn to spin at Woodcote, but the field was already so spread out that he did not lose his third place. Skeaping was lapping very consistently on his skinny Dunlops and passed de Adamich and then Pilette. The Porsche 910s of Dean and Brostrom had a coming-together at Club; both drove back to the pits, where Dean retired and Bros-

trum had his broken bodywork taped up before rejoining.

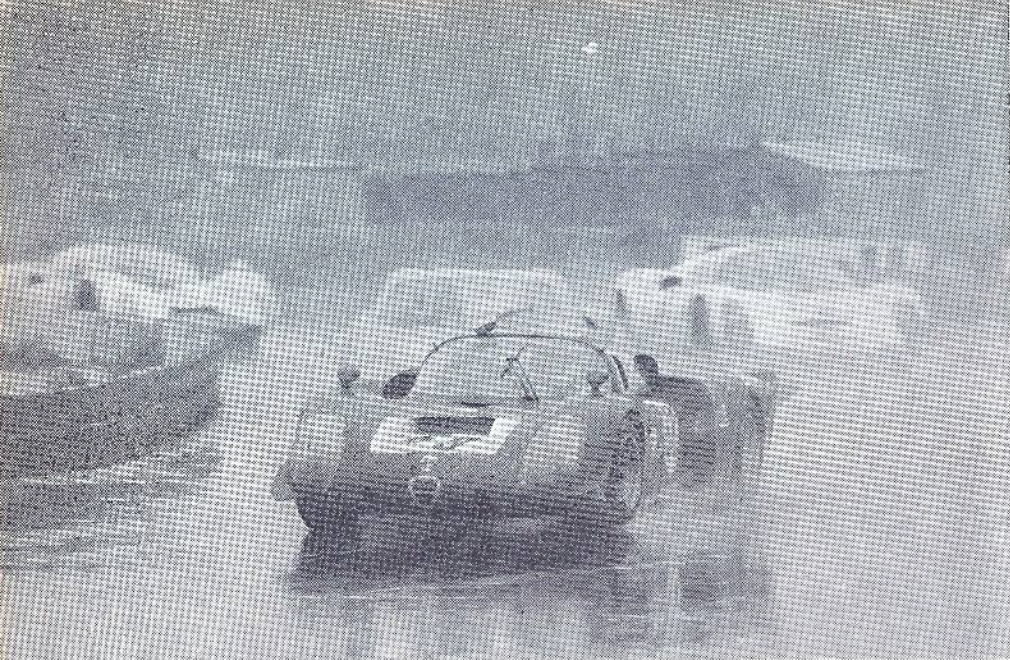
Redman had another high-speed rotation at Abbey, the big Lola whipping round with such force that the driver's door flew open and clouted the screen, cracking it, although again he did not lose a place, and in fact passed Lepp into third soon after. To everyone's astonishment the Ford F3L, its electrics dried, sneaked wingless out of the pits, but next time round it came in again, this time for good. Max Wilson's Lola-BRM had been clutchless from the start of the race but he was struggling on, although he arrived at Stowe in neutral on one lap and spun; Graham Lynch's Lotus 47 had wiper failure, which naturally meant retirement.

On lap 6 Craft dived inside Piper under braking for Woodcote, took the lead and immediately pulled away, handling the big orange Lola very well on the waterlogged track. A lap later Hawkins was second and obviously setting his sights on Craft, while behind the Lola quartet Skeaping was steadily winding in Lepp. On lap 10 Hawkins, having closed right up on Craft, paddled the red Lola into the lead, and Redman had now demoted Piper to fourth. Craft kept at it, however, and on lap 18, with a clever piece of driving as he and Hawkins lapped a brace of backmarkers, he was back in front, the two Lolas fishtailing round the circuit nose to tail in a ball of spray.

Meanwhile the 2-litre class changed hands as Skeaping claimed a fifth place he was to hold until the end, Lepp gradually falling away with his car on three cylinders, which is how it remained for the rest of the race. Miles was lying seventh in the Lotus, with a trio of Alfas in his wake: Pilette eighth in the 2.5-litre car, with de Adamich ninth and Bourgoigne catching him. Redman was having a very twitchy time among the backmarkers, although he was lapping as quickly as the leading pair, but yet another spin at Stowe dropped him back a bit. Also circulating very quickly was a newcomer to the race, David Hobbs, who suddenly joined from the pits on lap 18 and began a fast, reliable drive in the Beach Lola which would have had him up with the leaders had he been on the same lap.

Although there were spins and moments on almost every lap, the race order seemed more or less established, although Redman had his biggest spin yet at Woodcote and frightened Walker's Lotus 47 into following suit and damaging its nose. Then it was the turn of leader Craft, who scattered the wattle fencing as he rotated at Stowe but rejoined unabashed, only to go well off into the agriculture at Abbey a couple of laps later, so that by the time he rejoined Hawkins had a comfortable lead. On lap 30 Hawkins himself went off course at Chapel, but he was able to rejoin without Craft coming back into view, and by lap 34 the red Lola had a lead of 14 secs and looked like keeping it.

Prophet, who had been losing oil, had been in the pits having his filter O-ring replaced, and Nick Gold had retired his Carrera 6, which had been developing less and less power as the electrics got wetter and wetter. Pilette, looking very hairy in the understeering T33, was having a real go and passed Miles to take seventh place, although 10 laps later the Lotus reasserted itself. Although the rain had now stopped and the sky had lightened a bit, it was still horribly wet, but the race progressed pretty uneventfully until lap 47, when Hawkins hustled into the pits. A throttle linkage pin had broken, so that not only was the throttle sticking, but Paul could not get more than 5000 rpm. Craft came through to take the lead, and Hawkins rejoined after two laps had gone, coming out just in front of Redman, who had no difficulty in passing him as Hawkins could still not pull peak revs. Piper also came past a couple of laps later, and a frustrated Hawkins had another fruitless stop to try to mend the linkage before coming out



In the opening stages de Adamich (Alfa) holds off Skeaping's Chevron, Tony Dean's Porsche 910 and Nick Gold's Carrera 6 at Becketts.

again to hang onto fourth place.

Miles was pressing on in the Lotus now things were a little less wet, and was catching Lepp for sixth place, but the Type 62 suddenly developed an elusive electrical fault and started to cut out. After a pit stop failed to cure the trouble, the Lotus stopped out on the circuit with only eight laps left—as did Bourgoignie at almost the same time when his engine and his oil pressure both went off-beat. In the closing stages Prophet, his car still leaking oil, called it a day after being black-flagged, and König brought the Nomad in for more fuel, which allowed Wilson's Lola-

BRM to get close enough to pinch a place from it on the last lap. Another very late place change as the race ran out occurred when Paul Ridgway's Chevron pipped Daghorn's GT40 for ninth spot, both these two having driven very consistent races.

So Craft claimed the £1000 first prize for TechSpeed, while poor Hawkins had to make do with fourth; Redman thoroughly deserved his second place, for he had never stopped trying in a car that obviously wasn't at its best in the wet, and in the later, drier stages he set fastest lap. Piper's consistency once again paid dividends with his third place, while

a delighted Skeaping took the 2-litre class, finishing just 14 secs behind Hawkins. The Group 6 class went to seventh man Pilette in the 2.5 Alfa, and Peter Crossley's BT8 was the first Group 6 2-litre home, a lap ahead of the Mylius Chevron-FVA, although the Brabham had started to exude smoke towards the end and Crossley was cruising round in top gear.

**Martini International 300 Trophy
Silverstone GP circuit, May 17
65 laps, 190 miles (304 Kms)
British Sports Car Championship, Round 5**

- 1, Chris Craft (5.0 Lola-Chevrolet Mk 3 Bartz), 2 h 13 m 43.2 s, 85.28 mph.*
- 2, Brian Redman (5.0 Lola-Chevrolet Mk 3B Bartz), 64 laps.
- 3, David Piper (5.0 Lola-Chevrolet Mk 3B Traco), 63 laps.
- 4, Paul Hawkins (5.0 Lola-Chevrolet Mk 3B Traco), 61 laps.
- 5, Chris Skeaping (2.0 Chevron-BMW B8), 61 laps, 79.03 mph.*
- 6, John Lepp (2.0 Chevron-BMW B8), 60 laps.
- 7, Teddy Pilette (2.5 Alfa Romeo T33), 58 laps, 76.07 mph.*
- 8, Andrea de Adamich (2.0 Alfa Romeo T33), 58 laps.
- 9, Paul Ridgway (2.0 Chevron-BMW B8), 55 laps.
- 10, Mac Daghorn (4.7 Ford GT40), 55 laps.
- 11, Richard Brostrom (2.0 Porsche 910), 54;
- 12, Peter Crossley (2.0 Brabham-Climax BT8), 53, 69.15 mph*;
- 13, Andy Mylius (1.6 Chevron-FVA B8), 52;
- 14, Ed Swart (2.0 Abarth 2000S), 51;
- 15, John Spero (2.0 Porsche Carrera 6), 50;
- 16, Max Wilson (3.0 Lola-BRM Mk 3/3C), 48;
- 17, Mark König (2.0 Nomad-BRM Mk 2), 48;
- 18, David Hobbs (5.0 Lola-Chevrolet Mk 3 Bartz), 48;
- 19, Ian Skailles (2.0 Chevron-BMW B8), 46.

* Class winners.

Fastest lap: Redman, 1 m 43 s, 102.3 mph.
Retirements: John Miles (2.0 Lotus-LV220 62), 49 laps, electronics; Claude Bourgoignie (2.0 Alfa Romeo T33), 46, engine; David Prophet (5.0 Lola-Chevrolet Mk 3), 37, oil leak; Vic Walker (1.6 Lotus-Ford 47), 23, spun, damaged nose; Nick Gold (2.0 Porsche Carrera 6), 18, wet electronics; Graham Lynch (1.6 Lotus-Ford 47), 5, wiper failure; Tony Dean (2.0 Porsche 910), accident; Frank Gardner (3.0 Ford F3L), 0, wet electronics; Jeremy Delmar-Morgan (2.0 Porsche Carrera 6), 0, spun, couldn't restart.

was Trevor Twaites' B8-BMW which was second from Brian Alexander's Lotus 47—which had stopped at the pits for wetter tyres, only to go straight out again when the driver, who could not see his pit signals, discovered he was lying third!

Ian Skailles was a three-cylindrical fourth, water having got into his electronics, and Lord Clydesdale sixth in his Chevron after a spin. John Hine retired Chris Barber's Lotus 47 from sixth place with a broken chassis member, and Ken Crook in Graham Lynch's 47 suffered fuel starvation due to dirt in the tanks. Tod Bunce found his 47 was steering oddly and retired, while John Calvert's went straight on at gentle speed at Woodcote and into the ditch, without hurting itself. Mark König came out very late due to a last-minute plug change and had a flying start as the grid had already departed by the time he completed his warming-up lap, although he stopped at the end of the pits before continuing, but he found the car's wet-weather handling very odd and finished seventh several laps behind after a pitstop. Lyndon Thorne brought his Lubisl Sprite in for a change of tyres after a spin, and Peter Crossley spun his dry-tyred Brabham BT8 and spent a long time restarting; he also couldn't persuade the Climax engine's water temperature to rise above 30 deg C.

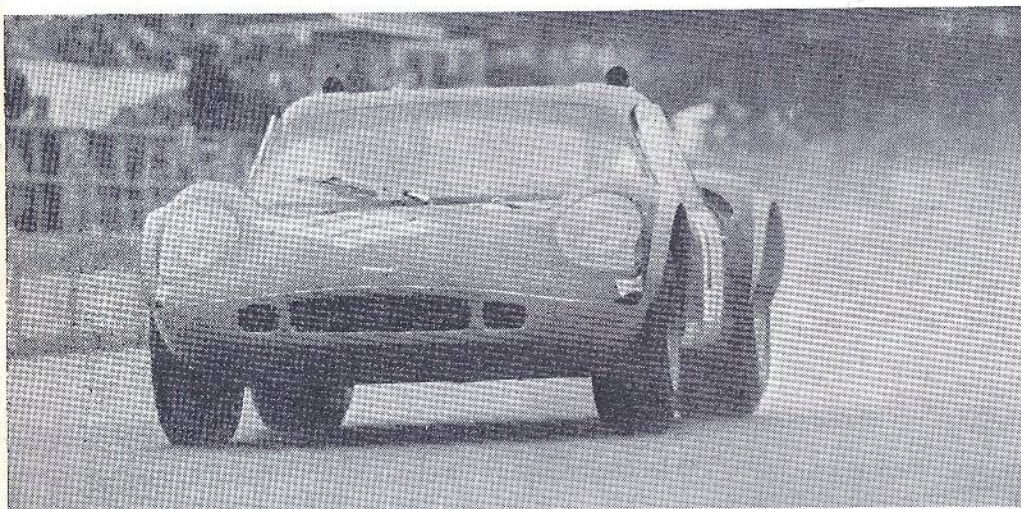
Group 4 & 6 cars up to 2000 cc (25 laps): 1, W. Green (2.0 Chevron-BRM B5), 52 m 42.2 s, 83.31 mph; 2, T. Twaites (2.0 Chevron-BMW B8), 24 laps; 3, B. Alexander (1.6 Lotus-Ford 47), 23 laps; 4, I. Skailles (2.0 Chevron-BMW B8); 5, C. Skeaping (2.0 Chevron-BMW B8); 6, Lord Clydesdale (2.0 Chevron-BMW B8), 22 laps; 7, M. König (2.0 Nomad-BRM Mk 2), 20 laps; 8, L. Thorne (1.3 Austin-Healey Sprite), 19 laps; 9, P. Crossley (2.0 Brabham-Climax BT8), 17 laps.

Fastest lap: Green, 1 m 51.2 s, 94.76 mph.
Retirements: J. Calvert (1.6 Lotus-Ford 47), 16 laps, off track at Woodcote; C. Baker (2.0 Chevron-BMW B8), 13, broken dynamo bracket; J. Hine (1.6 Lotus-Ford 47), 11, broken chassis; K. Crook (1.6 Lotus-Ford 47), 10, dirt in fuel feed; J. Blades (1.6 Chevron-FVA B8), 10, clutch; E. Bunce (1.6 Lotus-Ford 47), steering.

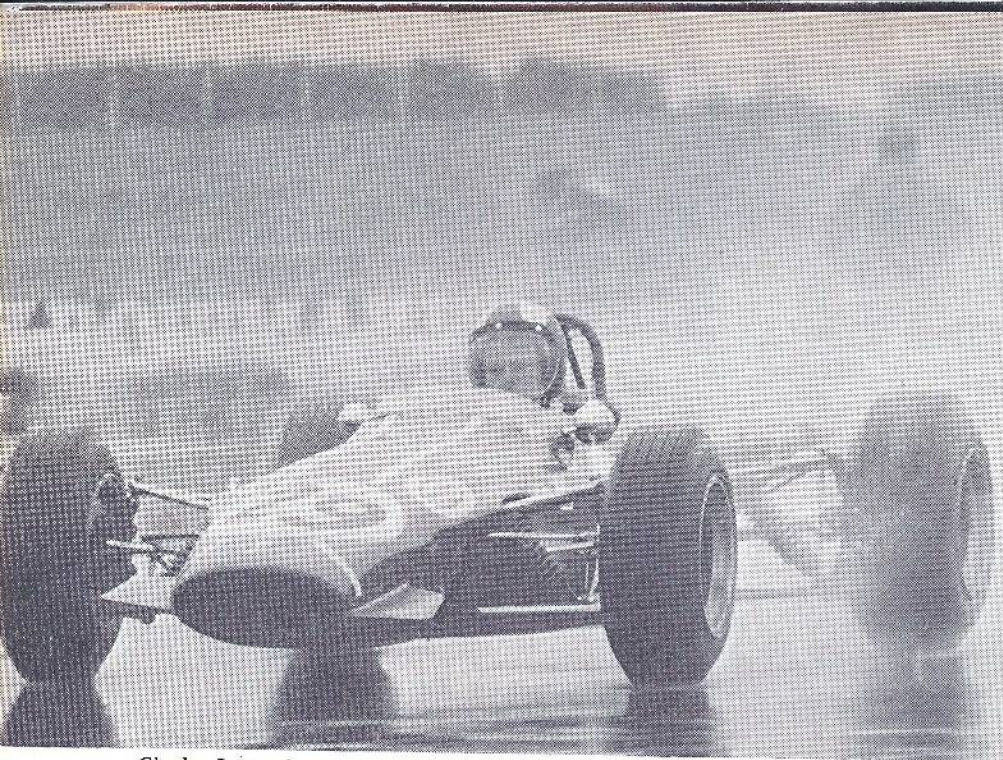
Green (Chevron-BRM) dominates 2-litres

THE 2-litre Group 4 and 6 race started in drizzle, so that almost every car started on medium-wet rather than ultra-wet tyres, but after a few laps the rain became torrential and the race was reduced to a slithering fiasco. Willie Green, having made a superb start from the third row in the Chevron-BRM B5, led from start to finish, and seemed far less perturbed by the soaking conditions than most, although as he came up to start his last lap (having already lapped the entire field)

he performed a neat spin before going on his way. Clive Baker's Chevron-BMW initially held second place before John Blades' FVA-powered B8 got by going into Woodcote on lap 3, but Blades was in the pits on lap 11 with a broken clutch, while Baker stopped a couple of laps later with a broken dynamo bracket. All this promoted Chris Skeaping's Chevron-BMW into second place, despite an earlier spin, but he slithered into the ditch at Chapel and dropped to fifth, so eventually it



Willie Green scored a convincing win in the 25-lap 2-litre race; this picture was taken as he started his second lap, before the rain started in earnest.



Charles Lucas drove a superb race in the skinny-tyred Ben Moore Titan, winning as he liked.

F3: Lucas shows them how

By JEFF HUTCHINSON

THE flooded track and the absence at Monaco of some of the top F3 dicers cheated the crowd of the usual Silverstone F3 slipstreaming battle at the Martini meeting, but instead they were able to see a fine display of wet-weather driving from Charles Lucas who, in a Titan Mk 3A borrowed from Ben Moore, splashed home on narrow Dunlops to score an unchallenged victory in his first single-seater drive since last year's F3 Crystal Palace meeting.

After a damp practice session on Friday Alan Rollinson found himself on pole position with a 1 m 41.1 s in his usual Brabham-Holbay BT21B; next to him was Luke on 1 m 42.3 s, with Bev Bond's Brabham-Holbay BT21B and Keith Jupp's BT28 on the outside of the front row at 1 m 43.8 s and 1 m 44.3 s. On the next row came Canadian Wayne Mitchell, who drove his BT21 very well to clock a 1 m 44.9 s, and the two GLTL Lotus-Holbay 59s of Roy Pike and Mo Nunn, Nunn's car being completely new. Richard Scott headed the third row in his BT21B, and alongside him was Tetsu Ikuzawa, giving his Lotus-Holbay 59 its first outing. Alan Harvey, who should have been beside Tetsu, was still hurriedly changing to narrow tyres on his new Titan-Lucas, and Barrie Maskell's ex-Schenken Chevron-Holbay B9 was on the outside of the row. After the three warming-up laps to allow the drivers to get used to the conditions there were further holes on the grid when Brendan McInerney decided it would be unwise to race his little practised and very new Chevron-Holbay B15 on wide tyres, and Mike Watkins found the Broadspeed engine of the ex-Nunn Lotus 41 about to drown.

A total of 23 cars finally left the start, six of them starting at the back of the grid after missing the timed practice session the previous day. The cars disappeared into Copse in one mass of spray, with Harvey joining in from the paddock soon afterwards, his wet wheels now attached. As they came into view under the bridge for the first time it was Luke out on his own, already nearly 10 secs ahead of Rollinson, Pike, Mitchell, Ikuzawa, the Chevron of Barrie

Smith (who had jumped the start from the sixth to the third row without penalty) and Nunn. This bunch of six cars had pulled out quite a gap over Scott, in eighth place, Jupp, who made a bad start, and the rest of the field, which was less the two remaining RCI cars after one lap, Bev Bond being unable to see properly and deciding it was far too wet to race, and Andy Sutcliffe in the Merlyn Mk 10A pulling off after losing his visor. Guy Edwards also pulled into the pits for two laps to have the Lola T62's engine dried off.

By the next lap Luke had opened the gap to 15 secs, and he continued to build it up at this sort of rate, although the also Dunlop-shod Ikuzawa tried desperately to reduce it once he had moved up to second spot on lap 2. However, Luke's lead was by now too large, although the Japanese driver did get fastest lap as consolation. With Ikuzawa able to pull

away now he was clear of the spray, third place was left to Rollinson, Pike and Mitchell to fight out, Rollinson gradually getting the hang of the wet despite his wide Firestones and pulling away to chase after Ikuzawa; he got right up behind him by the finish, for the Lotus was suffering from a sticking throttle. Fourth man Pike was also in trouble, for his car would only pull 7000 rpm in any gear, and he had Wayne Mitchell closing behind, driving like a dervish and using the advantage of his narrow tyres to get within 3 secs of him at the end.

Some way behind, the battle for sixth place was hard fought between Nunn and Smith, with Nunn getting by on lap 3 and holding off the Avalon car until lap 11, when he spun the Lotus at Abbey. Smith also went off trying to avoid him, but got away again more quickly. This diversion was the good fortune of Jupp, who took Nunn two laps later as Lucas was lapping all three of them. On the last lap he also took Smith to earn a worthy sixth place. Nunn had dropped well back by the finish, his engine also misfiring from a sticking throttle. Despite this he was still well ahead of Swede Rolf Tellsten (Brabham-Holbay BT21B), who had come through well from the back of the grid. He started there after missing practice because the organisers could not read, and therefore would not accept, his Swedish medical certificate, so he had to go to the nearest GP and get one in English. Scott finished a lonely tenth from another Swede, Leif Hallgren (Merlyn-Holbay Mk 10). Danish driver Ole Vejlund had a lucky escape in the Grundig Racing Tecno-Tecno when he wrote off the nearside suspension at Copse; his was surprisingly the only car to come to any real harm in the appalling conditions.

The Martini Formula 3 Race 15 laps, 45 miles

1. Charles Lucas (Titan-Lucas Mk 3A), 29 m 45.6 s, 88.52 mph.
2. Tetsu Ikuzawa (Lotus-Holbay 59), 30 m 16.6 s.
3. Alan Rollinson (Brabham-Holbay BT21B), 30 m 18.2 s.
4. Roy Pike (Lotus-Holbay 59), 30 m 44.8 s.
5. Wayne Mitchell (Brabham-Lucas BT21), 30 m 47.8 s.
6. Keith Jupp (Brabham-Holbay BT28), 14 laps.
7. Barrie Smith (Chevron-Holbay B9), 14; 8. Mo Nunn (Lotus-Holbay 59), 14; 9. Rolf Tellsten (Brabham-Holbay BT21B), 14; 10. Richard Scott (Brabham-Holbay BT21), 14; 11. Leif Hallgren (Merlyn-Holbay Mk 10A), 14; 12. Barrie Maskell (Chevron-Holbay B9), 14; 13. Max Bystrom (Brabham-Holbay BT21B), 14; 14. Alan Stubbs (Titan-Cosworth Mk 3), 14; 15. Graham Coaker (Brabham-Lucas BT21B), 14; 16. John Morrison (Tecno-RSR), 13; 17. Tony Birchough (Lotus-Holbay 35), 12; 18. Len Gibbs (Brabham-Lucas BT21), 12; 19. Guy Edwards (Lola-Lucas T62), 12; 20. Bill Stone (Molaren-Holbay M4A), 12.

Fastest lap: Ikuzawa, 1 m 56.8 s, 90.22 mph.

Historic: Fine win for Fraser

FOR the final event of the day, for historic racing cars, the track was almost dry.

The race provided a runaway victory for Mike Fraser, driving David Boorer's 2-litre Lotus-Climax 16, but he was narrowly led for 3 laps by Peter Brewer's 3-litre Aston Martin DBR4; however, on lap 4 Brewer lost it at Chapel, spinning into the barrier and badly damaging the rear end of the car. From then on Fraser was all alone except when lapping other cars, which he did to all but one of the rest of the field, setting a new lap record.

Fastest in practice had been Neil Corner's Aston Martin DBR4, the sister car to Brewer's, but he too was unlucky for the gearbox mainshaft broke in practice. Colin Crabbe gave Corner a drive in his 1934 3.0 Maserati 8CM, but that too non-started after it blew an oil line on the grid. Patrick Lindsay did sterling work in his 2.5 Maserati 250F to avoid being lapped by the leader, while Frank Lockhart, who had really been pressing on in his 3.0 1946 Rover Special, was sadly disappointed when

his safe third place ran out with his petrol. This left Richard Bergel (2.5 Maserati 250F) an easy third from Barry Simpson's ex-Ecurie Ecosse 2.0 Cooper-Bristol Mk 1, which had a tremendous battle with Peter Waller's 1.5 ERA R9B s/c, Waller losing the dice in the closing lap but taking the pre-war class. Ken Eckersley's 1500 Lotus-Climax 16 gradually caught and passed the sick-sounding Cooper Bristol Mk 2 of Stephen Curtis to take sixth place, these two being the last cars to complete 14 laps.

Historic Racing Cars 15 laps, 45 miles

1. M. Fraser (1959 2.0 Lotus-Climax 16), 26 m 45.2 s, 88.47 mph; 2. P. Lindsay (1957 2.5 Maserati 250F); 3. R. Bergel (1956 2.5 Maserati 250F); 4. B. Simpson (1952 2.0 Cooper-Bristol Mk 1); 5. P. Waller (1936 1.5 ERA R9B s/c); 6. K. Eckersley (1958 2.0 Lotus-Climax Mk 16); 7. S. Curtis (1953 2.0 Cooper-Bristol Mk 2); 8. P. Marsh (1935 1.5 ERA R1B s/c); 9. J. Freeman (1936 2.0 Aston Martin Spa Special); 10. N. Moores (1957 2.0 Ferrari 625).

Fastest lap: Fraser, 1 m 43.6 s, 101.71 mph (record).
Class winners: Waller and Fraser.

G5: Pierpoint wins with iron heads

By QUENTIN SPURRING

THE sun was shining for the Group 5 race, but the track was only dry on the lines which the sports cars had been using, which was the cause of much scratching of heads about which tyres to fit; several chose wrongly. The sports cars' line through Woodcote crosses the startline on the extreme right, and this provided a slight advantage to Frank Gardner, who in pole position was the only front row man to start on a dry surface. The Alan Mann Escort still had its electrically supercharged engine, and was flanked by Terry Sanger who, as at the *Daily Express* meeting, went extremely rapidly in practice in his white Falcon.

Next to him was Roy Pierpoint in Martin Birrane's old Falcon, purchased as an interim measure while the Bill Shaw Camaro is made ready. (Birrane has bought Pierpoint's Weslake car, but on the Friday he had several little scrutineering troubles and was not allowed to practise in the official session, having to start from the back of the grid.) The outside spot was occupied by the fastest 2-litre car, Rod Mansfield's Escort TC; his presence there is explained by the extraction of 30 more bhp from his self-tuned engine—after Easter it was discovered that the timing had been wrongly adjusted.

On the grid Chris Craft's Broadspeed Escort was put onto dry Dunlop 184s, his teammate John Fitzpatrick staying on wets; Jonathan Buncombe in his 1293 Cooper S also changed to dries at the last minute.

Gardner all but jumped the start and then did not get away very well, and Pierpoint led the screaming pack into Copse. After one lap he was followed by none other than Dennis Leech, who was going like the devil in the Brian Muir Falcon which he has bought from Malcolm Gartlan (Muir was a spectator at this meeting). Hard on Leech's heels was a surprised Sanger, who had a grandstand view as Leech went too fast into Copse, locked up his wheels and went off and up the bank, landing upside down in the ditch; Leech was unhurt, and the car suffered surprisingly little.

Fourth spot on lap 1 was the property of Gardner, followed by Nick Faure's Porsche 911, which had just had an engine rebuild, and Barry Pearson's Escort TC, which had

had its engine sent back to Vegantune and brought up to 1969 spec; Mike Crabtree's Willment Escort TC had gone one better than these two and had a new Racing Services engine to replace the old one blown up at Easter. Next up after a poor start was Mansfield's Team Diamond car, which led John Rhodes in the first of the British Leyland Minis, Craft, Dane Tom Belso, in his first race in Britain and the first in his new Mann/Boreham-built Escort TC, and second BLMC man John Handley and Fitzpatrick, already involved in a fierce duel which was to last the entire 20 laps, culminating in a shared lap record.

Very conspicuous indeed by their absence were the Cooper-Britax-Downton Minis. At Club, Steve Neal was going through on the inside of Gordon Spice and got sideways; Spice clobbered him and spun off, overturning and damaging the car considerably, but not himself. Neal was able to continue, and came round in a bad last place.

Up front, Pierpoint was steadily increasing his lead, and by quarter-distance had 4½ secs over Sanger. Gardner had lost third place on lap 3 when a corner of the fibreglass bonnet cracked and poked up into the airstream, losing him about 600 rpm along the Hangar straight, and he pitted to have it snapped down again, rejoining in 15th place. Third was now Faure, chased closely by Mansfield, driving really well, and Pearson, with Craft, Rhodes, Crabtree, Belso, Robinson, Fitzpatrick and Handley in hectic pursuit. Next was Peter Westbury in the Duncan Hamilton Vegantune Escort TC, ahead of Buncombe and Gardner. Among the retirements was that of Birrane, who worked spectacularly up to 15th spot on lap 2 but then lost his clutch and stopped out at Chapel.

At halfway Pierpoint was the same distance ahead of Sanger, who had several seconds over a furious dice between Mansfield and Pearson. Faure had pulled into the pits on lap 7: somebody had left a rag under the bonnet and it got tangled with the fanbelt, which came off and made him very, very last when he rejoined. Craft, then, was now marginally fifth, but the impressive Belso had passed Rhodes to take sixth spot. Fitz and Handley were still swapping places, in front of Crab-

tree, who was on his way down the field with oddities in the handling department and oil surge in the corners. Westbury was next, for although Gardner had worked back up to 12th he pitted again on lap 9 to have the bonnet securely taped, this time rejoining in 21st spot and a lap behind.

In the next five laps the order of the first nine did not change, although Fitz and Handley were taking it in turns to cross the line first, and behind them Crabtree had lost one more place. On lap 16 the engine of Mansfield's third-placed Escort sounded rough (it transpired that a pluglead had worked loose), and sure enough next time round he was fifth.

Sanger, on wet Firestones, was kept at a respectful distance by Pierpoint, who was using all-weather Dunlops, although both were travelling very quickly in the iron-headed cars; Pierpoint finally took the flag 3.4 secs ahead. On the penultimate lap Craft squeezed past Pearson to take third place, although the timekeepers could not separate the two class-winning Escorts. Belso was a well-deserved fifth only 0.8 sec behind Pearson and 1.2 secs ahead of Rhodes' red Mini, who was followed by his team-mate Handley, who pulled out 0.6 sec from Fitzpatrick on the last lap. A disconsolate Mansfield had to be content with ninth overall and third in class, with Westbury the last to go the full distance. Two more unfortunate Escorters, Crabtree and Gardner, were split by the 12th-placed Cooper S of Buncombe after yet another smooth drive, while Neal got back up to 14th, passing Geoff Mabbs (Janspeed S) on the last lap.

Sixteenth after Martin Thomas' Camaro had blown its engine was Alec Poole, who once again won the 1-litre class with the Arden Cooper S and continues to gain maximum points. On the first lap, when the 1-litre cars were going through Club there was still some petrol and oil about after the Cooper-Britax fracas, and Poole made a shrewd pitstop early on to clean his windscreen. The class lead passed to Lawrie Hickman, out for his first run in the Broadspeed-built, Len Ward-entered, TJ-injected Escort, from Les Nash in his now-purple Anglia, but on lap 14 Poole caught and passed Hickman, taking Nash with him. However, Nash, who was peering through the small clean area on his screen, began to feel unwell due to fumes from his Webered MAE, and Hickman, despite being on very sticky tyres, was able to get past him again four laps later. The Don Moore Mini of Rob Mason had to put up with fourth in class on this occasion.

RAC British Saloon Car Championship, round 5

20 laps, 58.6 miles

1. R. Pierpoint (4.7 Ford Falcon), 36 m 15.2 s, 96.88 mph;
2. T. Sanger (4.7 Ford Falcon), 36 m 18.6 s;
3. C. Craft (1.3 Ford Escort GT), 36 m 58.0 s;
4. B. Pearson (1.6 Ford Escort TC), 36 m 56.0 s;
5. T. Belso (1.6 Ford Escort TC), 36 m 56.8 s;
6. J. Rhodes (1.3 Mini-Cooper S), 36 m 58.0 s;
7. J. Handley (1.3 Mini-Cooper S), 37 m 10.8 s;
8. J. Fitzpatrick (1.3 Ford Escort GT), 37 m 11.4 s;
9. R. Mansfield (1.6 Ford Escort TC), 37 m 22.2 s;
10. P. Westbury (1.6 Ford Escort TC), 37 m 45.8 s;
11. M. Crabtree (1.6 Ford Escort TC), 19 laps;
12. J. Buncombe (1.3 Mini-Cooper S);
13. F. Gardner (1.6 Ford Escort TC s/c);
14. S. Neal (1.3 Mini-Cooper S);
15. G. Mabbs (1.3 Mini-Cooper S);
16. A. Poole (1.0 Mini-Cooper S);
17. M. Ridehalgh (1.3 Mini-Cooper S);
18. L. Hickman (1.0 Ford Escort GT);
19. L. Nash (1.0 Ford Anglia);
20. D. Gibb (1.3 Mini-Cooper S);
21. R. Mason (1.0 Mini-Cooper S), 18 laps;
22. Miss L. Engeman (1.0 Ford Anglia);
23. P. Jackson (1.6 Ford-Lotus Cortina);
24. J. Nightingale (1.0 Hillman Imp);
25. B. Robinson (1.6 Ford Escort TC);
26. C. Youle (1.0 Mini-Cooper S), 17 laps;
27. N. Faure (2.0 Porsche 911);
28. R. Zwolsman (1.0 Fiat Abarth 1000 TC), 16 laps.

Up to 1000 cc: 1. Poole, 89.25 mph; 2. Hickman; 3. Nash; 4. Mason. Fastest lap: Poole, 1 m 53.0 s, 93.25 mph.

1001 to 1300 cc: 1. Craft, 95.10 mph; 2. Rhodes; 3. Handley; 4. Fitzpatrick. Fastest lap: Handley and Fitzpatrick, 1 m 48.8 s, 96.85 mph (record).

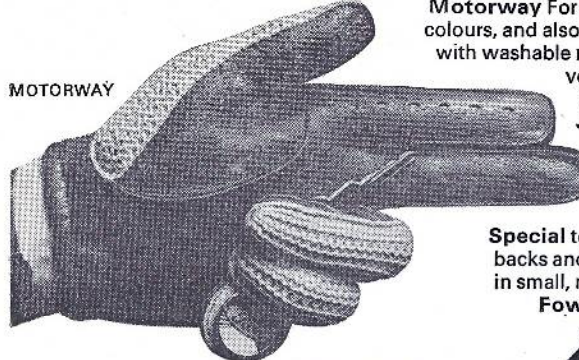
1301 to 2000 cc: 1. Pearson, 95.10 mph; 2. Belso; 3. Mansfield; 4. Westbury. Fastest lap: Belso and Mansfield, 1 m 49.0 s, 96.67 mph.

Over 2000 cc: 1. Pierpoint; 2. Sanger; 3. Gardner (no other finishers). Fastest lap: Sanger, 1 m 47.2 s, 98.29 mph.

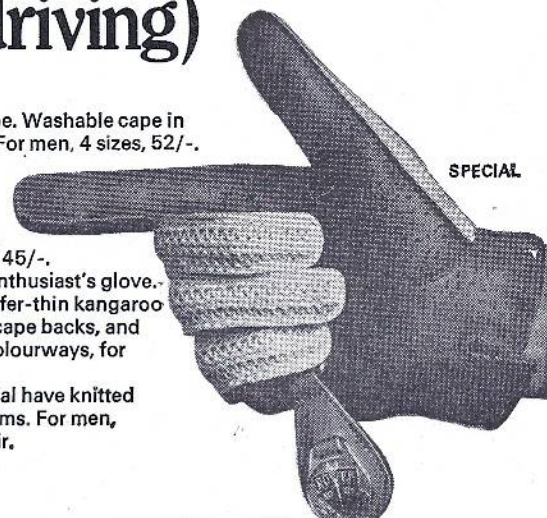


Frank Gardner lifts off as he realises that he is about to jump-start the wet-tyred Mann Escort, while the Falcons of Terry Sanger and Roy Pierpoint and Rod Mansfield's Escort are more orderly. Gardner and Sanger were separated by 0.1 sec in practice.

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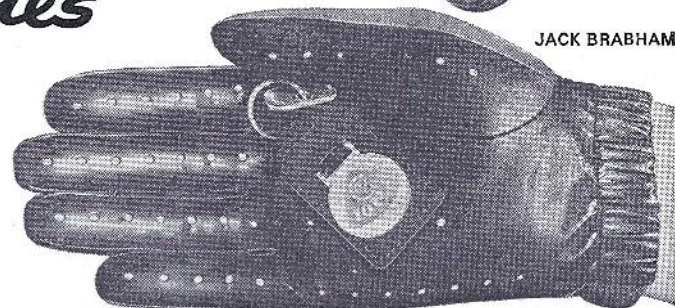
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Mentioning "Autosport"

Martini club race to Ratcliffe

THE Martini meeting started with a race for club saloons up to 1300 cc. The front row of the 24-car grid was made up of Harry Ratcliffe in the solid-rear-axle British Vita 1293 S, who had lapped in 1 m 48.7 s, $\frac{1}{2}$ sec under the lap record, and the more conventional 1.3 Ss of Rob Mason,

Richard Longman and Chris Buckton. Ratcliffe made a 2-yds dummy run at the start and had to stop again because the flag had not fallen, finding himself on the wrong foot when it did, and it was Longman who led the field away, but down the Hangar straight Ratcliffe powered the VitaMin past him and,



Harry Ratcliffe put on an impressive performance in the fuel-injected, eight-port-headed British VitaMin, pulverising such opposition as Richard Longman and Rob Mason.

setting a new lap record, left both Longman and Mason standing at the rate of about $1\frac{1}{2}$ secs a lap. The battle between the Downton and Don Moore Minis for second spot lasted for nine laps, Mason having got the upper hand when Longman's petrol pump failed and he retired. But then Mason understeered off the road at Club on some unflagged oil deposited by an Anglia blow-up; the Moore car overturned and was very badly damaged, but Mason was completely unhurt.

With the disappearance of his only challengers, Ratcliffe was left with a 38 secs lead over a lonely Buckton with five laps to run, and he increased this to 54 secs by the end. A race-long struggle behind Buckton was won by Ian McDougall (1.3 S), who kept a sideways Alan Peer (Escort GT) and Hugh Denton (1.3 S) at bay across the line, with 1-litre class winner Bill McGovern (Bevan Imp) close behind. The only other unlapped cars were Desmond Gibb (1.3 S), Geoff Wood in the 1-litre VitaMin and Mike Harding (1.3 S). Gordon Barnes (1.3 S) had been leading these three but he fell victim to the oil at Club on lap 11, over-revving his engine as he hit it and causing the flywheel to come adrift.

After the Fiat Abarth of John Anstead had broken a rocker at the start, Ginger Marshall was left on his own in the 850 class, but his Mini broke the lap record on its way to 15th place. **QDS.**

Invitation formule libre saloon car race
Up to 850 cc, 851 to 1000 cc and 1001 to 1300 cc
15 laps, 45 miles

1. H. Ratcliffe (1.3 Mini-Cooper S), 27 m 49.0 s, 94.70 mph; 2. C. Buckton (1.3 Mini-Cooper S); 3. I. McDougall (1.3 Mini-Cooper S); 4. A. Peer (1.3 Ford Escort GT); 5. H. Denton (1.3 Mini-Cooper S); 6. W. McGovern (1.0 Sunbeam Imp). **Fastest lap:** Ratcliffe, 1 m 47.8 s, 97.75 mph (record). **Class winners:** S. Marshall (850 Mini), McGovern and Ratcliffe, 850 class record: Marshall: 2 m 2.0 s, 86.37 mph.

New from Rolls-Royce:

Long-wheelbase Silver Shadow

By JOHN BOLSTER

THE Silver Shadow has proved to be the most successful Rolls-Royce model yet offered and, though it has been in production for nearly four years, there is still a long waiting list. More than half the Shadows that have been built have been exported, earning to the tune of £13 million, and there have been greatly increased sales on all markets compared with the previous Silver Cloud.

For 12 months over one third of the total engineering capacity of the Motor Car Division was devoted to the problems set by the safety regulations, present and future, of the United States and other countries. Now all cars, both for export and for delivery in Britain, will pass any foreseeable regulations after very extensive modifications. This is in addition to the primary safety features that



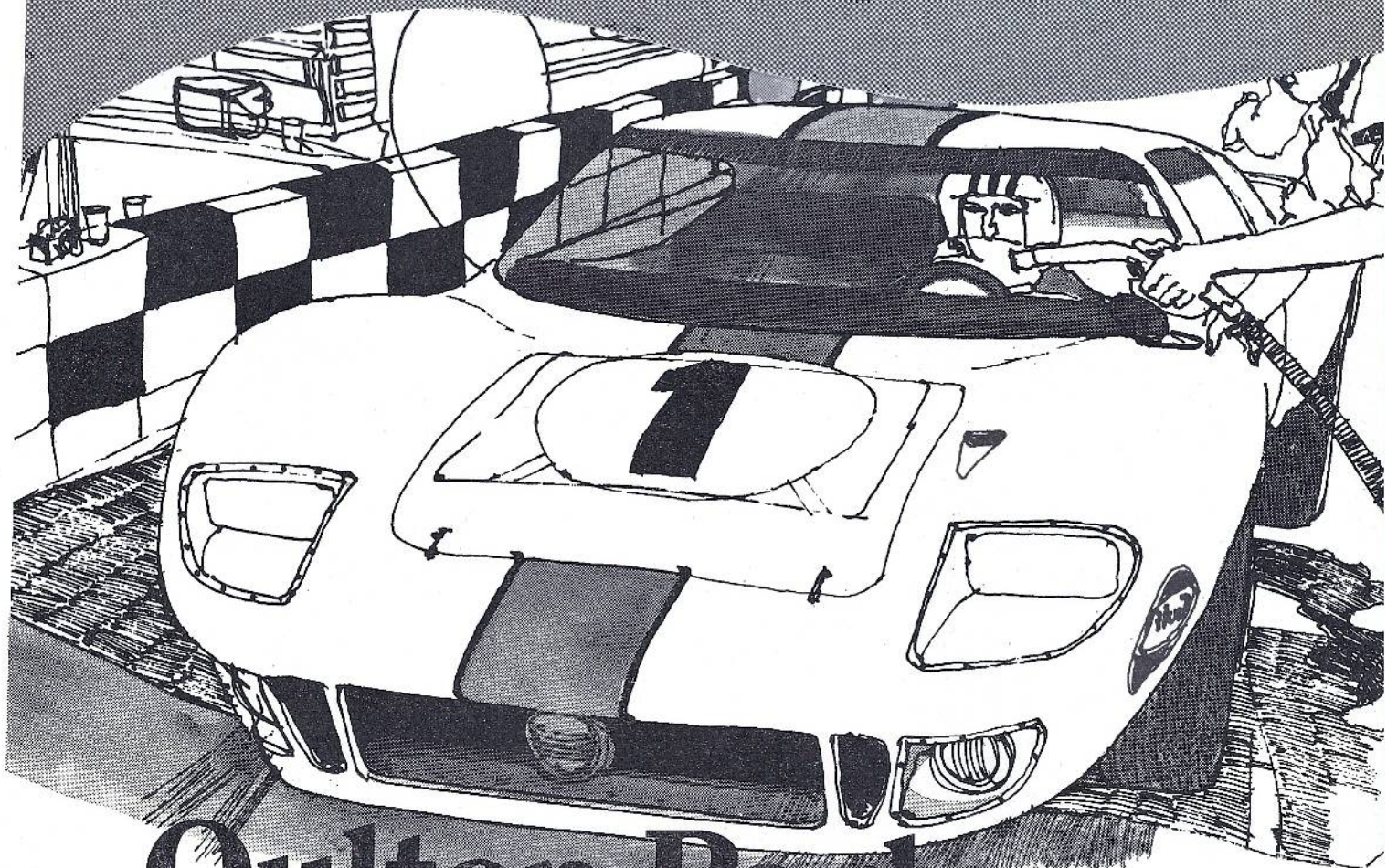
Rolls-Royce have always regarded as being most important, because they make accidents less likely due to superior handling and road-holding qualities and to the elimination of mechanical derangements. Such refinements as servo-assisted braking in 1924, dual hydro-mechanical braking systems in 1946, and dual hydraulic plus mechanical systems in 1956, are just a few examples of Rolls-Royce leadership in primary safety features.

The Silver Shadow is an owner-driver car, and one purchases the Phantom 6 if one is in need of a limousine for state occasions. There is, however, a demand for something between the two, and so a new long-wheelbase Shadow has been announced. It has an extra four inches inserted behind the driver, and can be provided with an electrically operated glass division. The roof is covered in black vinyl leathercloth, and the size of the rear window is reduced for greater privacy. Mechanically the car is identical with the standard length saloon, and the performance is similar.

It will be realised that the new model is not a bulky limousine with occasional seats, but a dual-purpose car. It can be chauffeur-driven on duty journeys and handled by the owner for holidays and weekends. The extra length is not noticeable on casual inspection, but it does give a lot more legroom for executives in conference. It can be supplied without a division for those wanting an unusually roomy saloon, but in any case the division disappears at the touch of a switch. Two entirely separate air conditioning systems look after the front and rear compartments.

The first cars are now being supplied to American buyers, and the British market will receive the long wheelbase model in 1970. The price will be announced at that time, and it will presumably be appreciably higher than that of the standard car, but considerably less than the politely whispered figure for the Phantom 6 limousine, of which the extra height is valuable if you happen to wear a crown.

WHITSUN BA



Oulton Park

WHIT MONDAY
26th MAY - 2.30 p.m.



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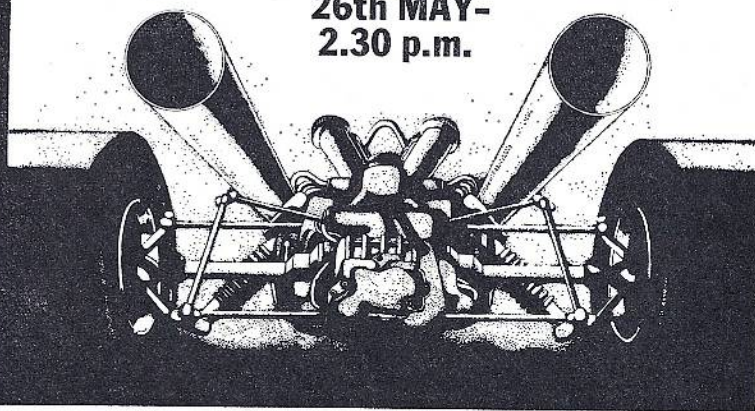
Big Power comes to Mallory Park
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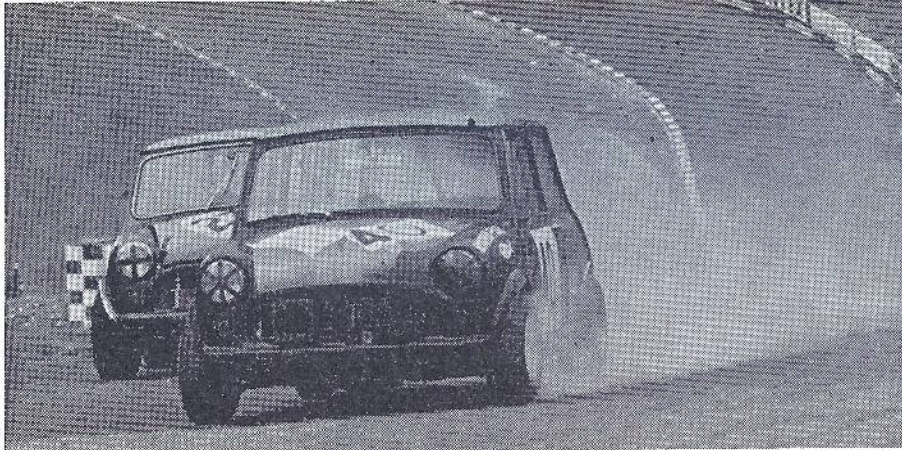
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BRSCC

WHITSUN CUP RACES see page 7



David Morgan's 1.0 Cooper S loses oil through a driveshaft seal having just taken the lead in the first saloon race from Bill Sydenham's similar car.

Brands: Rain cuts racing

By ROBERT FEARNALL

THE Surrey Centre of the BARC laid on seven races for the few hardy spectators who braved the frequent heavy showers at Brands Hatch last Sunday. The rain was so hard that the GT race was curtailed after five laps with only three cars circulating on a flooded track.

The first of the FF races catered for the novices. Henry Clarke was on pole, having his first race with Ray Allen's Merlyn 11A, and he was untouchable on the damp track and romped home to a 16 secs victory. John McDonald's Alexis Mk 14 held off Mike Nicholas' Merlyn 11A for second, despite an overheating and misfiring engine. Martin Harvey's Hawke came through from the 10 secs mark to finish third, less than 1 sec behind Nicholas.

The 1-litre saloons provided the small crowd with a close and exciting battle for the lead, initially between Michael Brandon's Imp, which stormed through from the third row, and the two Minis of Ron Mason and David Morgan. The pace proved too much for Mason's car, which retired with low oil pressure, leaving Bill Sydenham to uphold the Mini honours, having his third race with the Jim Edwards car. On the last lap Brandon's Imp jumped out of gear while rounding Pad-dock and Morgan's Mini broke an oil seal at Druids, so Sydenham was left with a narrow win over Brandon. Trev Willcock's Mini spun on Morgan's oil at Druids, leaving Mike Coles third from Anthony Barnard's Mini.

The MN GT "race" was rather pathetic, with only seven starters after Ray Calcutt's Lenham and David Purley's Chevron were

damaged in practice accidents. The rain and hail almost flooded the track as Clive Lacey slithered off the line in his Brabham BT8, harried by Alan Fowler's new Mercury, which spun at Clearways while trying to take the lead. Lacey was left with a large lead over Alistair Cowin's McLaren-Ford M1C, running on rain tyres, but the Brabham fell foul of the oil and water as it left Druids on the fourth lap and hit the bank at Bottom Bend; luckily Lacey escaped with facial cuts. The race was then wisely brought to a halt, five laps early, with Cowin a clear winner over Clive Radnall's Landar and Les Aylott's Lotus 11, which spun at the exit of Druids on the first lap. Martin Warren's Lotus 23, John le Sage's Crosslé and Alan Fowler's Mercury all retired after spins.

After a slight delay to clear the track, a higher quality field of FFs lined up for their race, which turned into an exciting three-car battle of Merlyn 11As between Emerson Fittipaldi, Ray Allen and Ed Patrick. Fittipaldi managed to hold off the two MRS cars for the first six laps but Patrick outbraked the Brazilian into Druids on the seventh, after passing Allen at Kidney. Patrick opened up a small advantage to win a well-driven race over Fittipaldi and Allen, with John Wilson driving a steady race in fourth with his Merlyn, ahead of Tony Trimmer's Titan, which came through from a low grid position. Ian Foster and Bryan Sharp retired their Merlyn 11s on the first lap, the former with a sticking throttle and the latter due to the conditions.

John Britten was on pole for the 10-lap prod sports race, with a new low-lying 1150 Midget

built for an Austrian Kart Champion, flanked by John Quick's E-type and Warren Pearce's similar car. Quick took the lead as usual and, despite all Britten's efforts, the invincible E-type chalked up yet another win. Britten was a lonely second as Pearce's E was prone to wander with a lifting rear end. John E. Miles' Sprite came fourth after a last-lap challenge by David Hawkes' MGB ended with a spin at Druids.

Another torrential downpour played havoc with the combined *libre*/clubmen's race as Peter Deal's leading F3 Brabham BT18 spun at Druids on the opening lap, also eliminating Fred Saunders' Austro Vee. Nicholas May's U2 Mk 6B inherited the lead, only to call at the pits on the second lap with the engine only firing on three, leaving the two FFs of Mike Endean (Dulon) and Ted Plater (Lotus) to dice for the lead. However, Deal was pulling back his lost places and soon overhauled the two FFs to retake the lead on lap 5, and pull out a large lead over the remaining 10 laps. Louis Parsons' Brabham-SCB BT21B moved up to second from a low grid position, but retired because of the conditions, so Plater's and Endean's perseverance rewarded them with second and third positions. Adrian Sampson's U2 Mk 4 was the leading clubmen's car after Clive Santo's Lotus 7 spun at Bottom Bend.

The front row of the over 1-litre saloon race contained two novices, Andy Elwin and Derek Wileman in Minis, and Mike Young's Escort TC, still suffering from gearbox troubles. However, Wileman was push-started before flagfall and was penalised 1 min, and Young could not engage a gear, leaving Elwin's Felday Mini in front from Wileman and the more experienced Ian Bax with another Mini-Cooper. Elwin was soon relegated to third by the penalised Wileman and Bax, and the three Minis then spaced themselves out until the end. Young recovered well in his immaculate Escort to finish fourth and win the over 1300 class, well ahead of Reg Powell's Mini and a race-long Escort battle between Ridler's Vegatune TC version and Colin Hawker's V6 model; the honours were finally resolved in Ridler's favour. With his penalty Wileman was officially placed seventh, although first on the road.

Formula Ford (10 laps): 1. H. Clark (Merlyn-Steele 11A), 10 m 45 s, 69.21 mph; 2. J. H. McDonald (Alexis-Holbay Mk 14); 3. M. Nicholas (Merlyn-Gowrings 11A). **Fastest lap:** B. J. Vermilio (Merlyn-Steele 11), 62.8 s, 71.08 mph.

Saloons up to 850 cc and 851 to 1000 cc (10 laps): 1. W. Sydenham (1.0 Mini-Cooper S), 10 m 30.2 s, 70.83 mph; 2. M. Brandon (1.0 Hillman Imp); 3. M. Coles (1.0 Mini-Cooper S). **Fastest lap:** T. Willcocks (1.0 Mini-Cooper S), 61 s, 73.18 mph. **Class winners:** R. Holgate (848 Mini) and Sydenham.

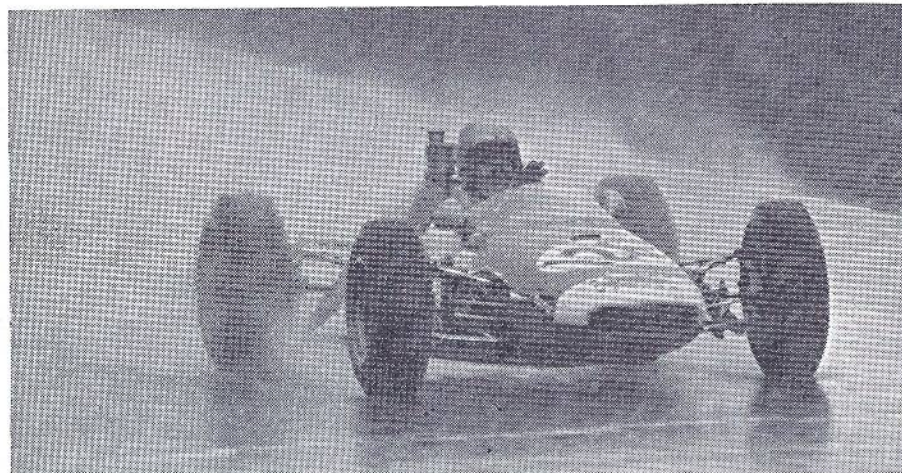
Motoring News GT Championship round, up to 1150 cc, 1151 to 1600 cc and over 1600 cc (5 laps): 1. A. Cowin (4.7 McLaren-Ford M1C), 8 m 25 s, 57.92 mph; 2. C. Radnall (1.1 Landar-BMC R6); 3. L. Aylott (1.6 Lotus-Ford 11). **Fastest lap:** C. Lacey (2.5 Brabham-Climax BT8), 68.8 s, 64.88 mph. **Class winners:** Radnall, Aylott and Cowin.

Formula Ford (10 laps): 1. E. Patrick (Merlyn-Steele 11A), 10 m 34.6 s, 70.34 mph; 2. E. Fittipaldi (Merlyn-Rowland 11A); 3. R. Allen (Merlyn-Steele 11A). **Fastest lap:** Patrick, 61.6 s, 72.47 mph.

Production sports cars up to 1150 cc, 1151 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): 1. J. Quick (3.8 Jaguar E), 10 m 52.4 s, 68.42 mph; 2. J. Britten (1.1 MG Midget); 3. W. Pearce (3.8 Jaguar E). **Fastest lap:** Quick and Pearce, 63.8 s, 69.97 mph. **Class winners:** Britten, J. E. Miles (1.3 AH Sprite), N. Kerr (3.0 Austin-Healey 3000) and Quick.

Courage Formule Libre Championship round, and clubmen's cars up to 1000 cc and 1001 to 1600 cc (15 laps): 1. P. W. Deal (F3 Brabham-Lucas BT18), 17 m 11 s, 64.95 mph; 2. T. Plater (FF Lotus-Plater 51B); 3. M. Endean (FF Dulon-Baillie LD 4C); 4. A. Sampson (1.5 U2-Ford Mk 4). **Fastest lap:** Deal, 56 s, 79.71 mph. **Class winners:** Deal, G. Diver (1.0 Lotus-Ford 7) and Sampson.

Saloons—1001 to 1300 cc and over 1300 cc (10 laps): 1. I. Bax (1.3 Mini-Cooper S), 11 m 5.6 s, 67.7 mph; 2. A. Elwin (1.3 Mini-Cooper S); 3. M. Young (1.8 Ford Escort TC). **Fastest lap:** D. Wileman (1.3 Mini-Cooper S), 64.4 s, 69.32 mph. **Class winners:** Bax and Young.



Peter Deal (F3 Brabham BT18) shields his face from the hailstones as he crosses the line to win the Courage libre race.

motor racing at **SILVERSTONE**



**SPRING BANK
HOLIDAY MONDAY
26th MAY**

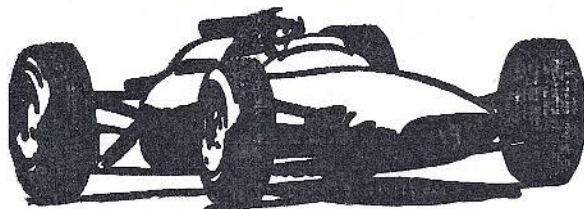
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- 26 May 2 p.m.** Liverpool M.C.
Blacklow Hall Farm, Tarbock Rd., Huyton, Nr. Liverpool.
- 1 June 1.30 p.m.** TEAC. Scotts Hall Farm,
Canewdon, Rochford, Essex.
- 1 June** Taunton M.C. Lovedere Farm, Goathurst,
Bridgwater, Somerset.
- 8 June 2 p.m.** Southsea M.C.
Oxenbourne Farm, East Moun, Hants.
- 8 June 1.30 p.m.** De Lacy M.C. De Lacy Motor Sport Centre,
High Eggborough,
Nr. Whitley Bridge, Yorkshire.
- 15 June 2 p.m.** Welsh Counties C.C.
Creigiall, Nr. Cardiff.
- 15 June 2 p.m.** Lincoln & D.M.C. &
L.C.C. Caenby Corner, Nr. Lincoln.
- 22 June 1.30 p.m.**
B.A.R.C. (SW). Beufre Farm,
Beaulieu, Hants.
- 22 June 2.30 p.m.**
Tynemouth & D.M.C.
Nr. Sunderland.

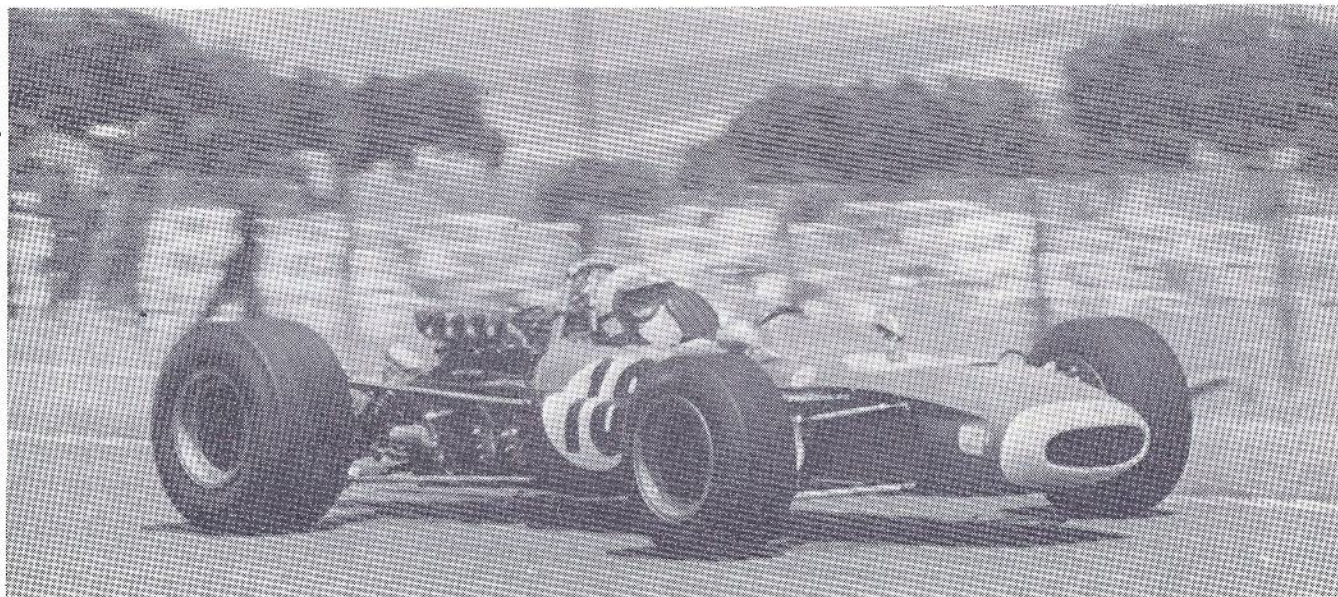


PNS 270A

TECNO CARS:

TECNO F4 to F2

By ALAN PHILLIPS



Clay Regazzoni in the works Formula 2 Tecno at Jarama in 1968.

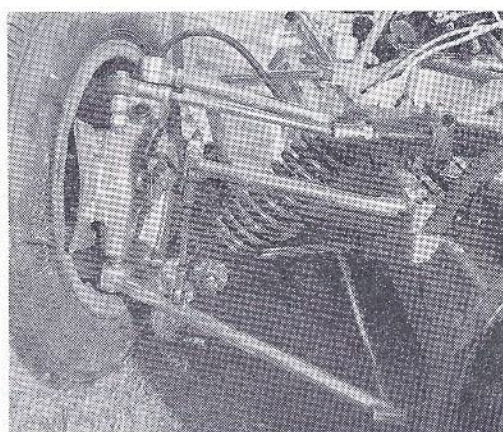
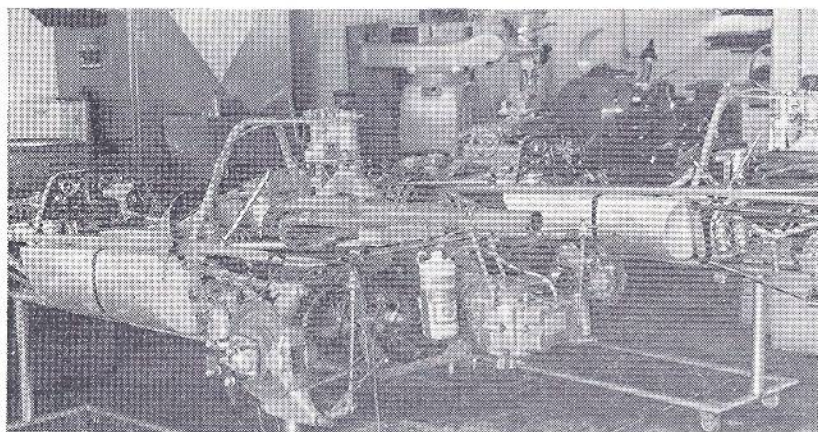
IN 1966 Tecno was an unknown name in British racing circles; now, a mere three years later, the small Bologna firm is among the most powerful F3 and F2 constructors, with two European F3 championships to its credit. This has come about only through the enthusiasm and drive of the two Pederzani brothers, Luciano and Gianfranco, who in 1962 started to produce the first successful Italian kart chassis. Luciano had raced karts for some years and decided that it was time an Italian constructor was represented on the kart scene; this decision resulted in the karting World Championship four years running between 1963 and 1966, and to date Tecno have produced a formidable total of over 15,000 kart chassis, the present production being around 1300 a year.

In 1964 they started to progress from kart construction to formula cars with the Tecno 4, a Formula 4 car based on a Ducati 250 cc engine, of which over 230 examples have been built to date (the formula is very popular in Italy in 250 cc form). This model was sufficiently successful to fire Luciano Pederzani with ideas of participation in all inter-

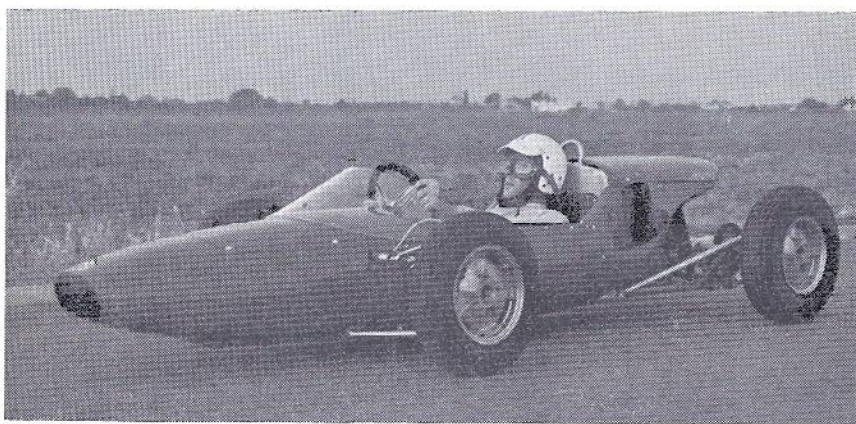
TECNO TYPES				
Type	Year	Number built	Chassis numbers	Remarks
Tecno 4	1964-68	230	—	Ducati motorcycle-engined 250 cc Formula 4 car.
850	1965	1	—	Fiat 850-engined single-seater for national formula.
F3	1966-67	6	—	Prototypes, all different, but with central tank and forward seating position.
F3	1967-69	114	TOO 202-TOO 420	Current-type F3 chassis with Cosworth MAE, Novamotor and Tecno engines. Even chassis numbers only.
F2	1968-69	15	TOO 268-TOO 292 (1968) TOO 302-TOO 306 (1969)	Current-type F2 chassis, similar to F3 but bigger tanks, brakes, half-shafts, etc.

national formulae, and in 1965 he produced for another popular Italian single-seater formula a Tecno 850, with Fiat 850 engine, which was an exercise in chassis construction for an eventual F3 car.

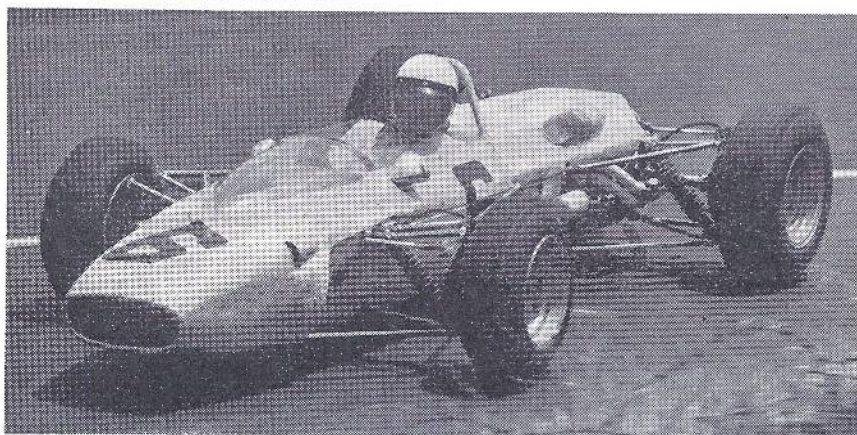
This spaceframe F3 car appeared in July 1966 with a Cosworth engine and was unusual in that the fuel was carried in a tank in the centre of the car, with the driver sitting very far forward between the front wheels. It was



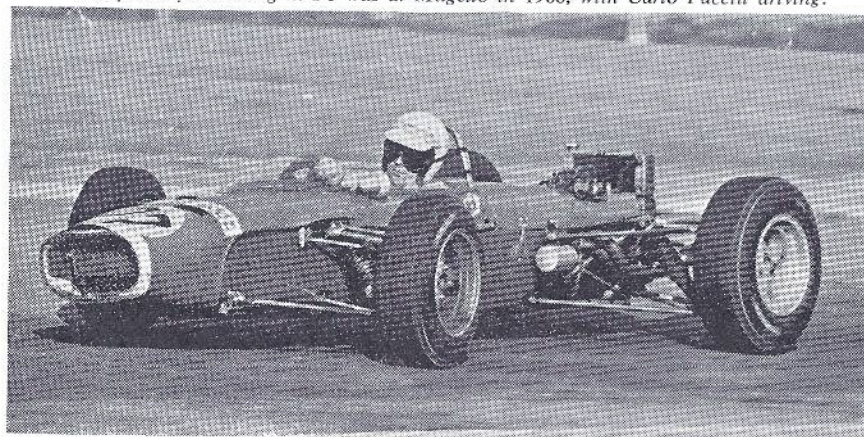
Formula 3 cars under construction in the Tecno works at Bologna (left). Sturdy front suspension of the 1969 Formula 2 car (right).



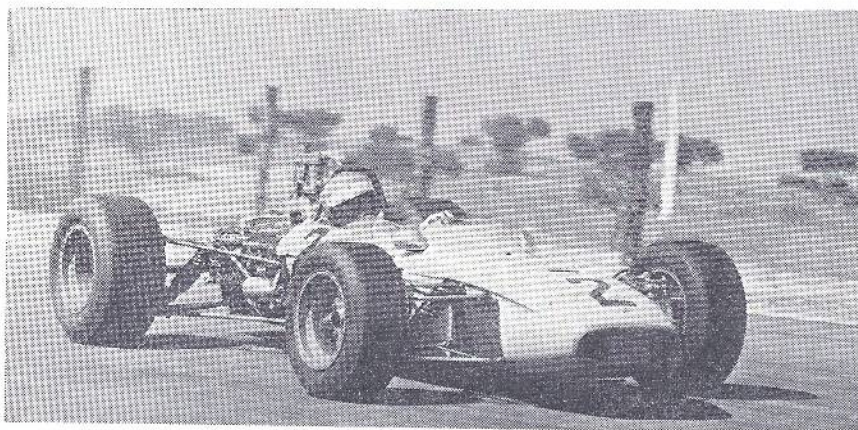
Tecno's first essay into the racing car field was with the F4 250 cc Ducati-engined car, first built in 1964.



The firm's first outing in F3 was at Mugello in 1966, with Carlo Facetti driving.



Facetti during the 1967 Temporada Series in Argentina with one of the early central tank cars.



Reine Wisell scored many of Tecno's 1968 F3 victories; here he speeds on his way to one of them at Jarama early in the year.

entered in the F3 section of the Mugello race with Carlo Facetti driving: on this its first appearance it finished a creditable fourth behind Jonathan Williams' de Sanctis, Boley Pittard's BWA and Antonio Maglione's de Sanctis, despite various defects in brakes and shockers. Tecno went on to build a team for the 1967 Argentine Temporada which was not particularly successful, mainly due to the rather peculiar handling and perhaps to the far-forward driving position, although Facetti, Giancarlo Baghetti and Clay Regazzoni were the official drivers.

Two further experimental F3 cars were built in early 1967, and in March of that year the finalised version of the Tecno F3 appeared at Vallelunga with Bo Pittard at the wheel. This car was much more conventional in layout, with a short wheelbase and stubby, purposeful appearance, and was pretty well identical to the current cars. It was immediately successful, and from that moment Tecno never looked back.

The 1967 season went better than the Pederzani brothers thought possible, and Facetti and Regazzoni as works drivers quickly became the men to beat in most Italian and European F3 races. By the end of the year an F2 version of the same car, with bigger brakes, halfshafts and tankage, was already well advanced, and this machine made its debut at Barcelona in March 1968, Regazzoni running out of road during the race. Such was the reputation of the F3 cars, with Reine Wisell, François Cevert, Jean-Pierre Jaussaud and others scoring many wins during the season, that 10 F2 chassis were sold during 1968 in Europe and the Argentine (Ron Harris, Silvio Moser and Max Busch being among the clients), but with 42 F3 cars also being sold that year it was becoming more and more difficult for the small firm to do development work and also maintain a production line. The 1968 F2 car definitely suffered from internal production problems, and for 1969 Tecno have decided to concentrate on two works cars for François Cevert and "Nanni" Galli, with virtually no cars available for clients, although Alistair Walker bought a new one. In Formula 3 the line proceeds as usual, 62 cars already having been sold to clients this year, with now the option of the Tecno F3 engine as an alternative to the Cosworth MAE, Novamotor or "Tecno-Cosworth," which was virtually a Cosworth with a Tecno head.

A great drawback for Italian constructors is the lack of trade support, and this is the main reason why Tecno have had second thoughts about entering the F1 field, although a Cosworth-Ford V8-powered F1 car for Pedro Rodriguez, run by Ron Harris, was much rumoured a few months back. They receive no financial help from any Italian manufacturer, and just a small amount from French Shell because of Cevert, and any F1 project would be too great a strain for so small a firm to sustain alone. Instead Gianfranco is more interested in constructing a Group 6 car or a V8 Chevrolet-powered Group 4 machine, with eventual production of sports and GT versions.

Since the beginning of this year Luciano Pederzani has withdrawn from any direct participation in the company and has returned to his other engineering and manufacturing interests, and Tecno is now run solely by his younger brother Gianfranco. This year's plans are of consolidation without becoming involved too early in any new project: no works F3 cars will be raced (although clients will receive very full works assistance), the factory concentrating on their two F2 cars.

Tecno's rapid and successful climb to the front rank of constructors in just three years leads one to expect more successes to rival Pederzani's favourite victory, the Monte Carlo F3 race with Jaussaud last year (which was repeated by Peterson last Sunday), and one looks forward to their promised efforts in sports car racing.

JOHN BOLSTER
describes

THE AUTOSPORT TRIP TO THE TARGA FLORIO



NOWADAYS one motor race often tends to be much like another, but the Targa Florio alone retains the atmosphere of earlier contests. Somehow, in many years as a spectator, driver, commentator, and reporter at events all over the world, I had never managed the trip to Sicily. I was always told that it was a helluva place to get to, almost as difficult as my illicit trips to Brooklands when I was a schoolboy. So when AUTOSPORT, in conjunction with a well-known firm of tour promoters, arranged a visit to this famous race, I was delighted to go along.

I have always had a rather snobbish aversion to organised tours, associating them with changing hats and "knees up mother Brown". The trip to the Targa completely converted me, and one could not have travelled with a more delightful crowd of people. There is simply no argument about the saving in cost, and how such value for money can be provided is completely beyond my imagination. Incredibly, the price including air fare, coaches, two nights in good hotels, and excellent service throughout, was less than half the normal return air fare alone! Best of all, there were none of the usual chores of booking accommodation—you just turned up at the start and the efficient couriers took over.

We had the same aircraft throughout, and the first night was spent at Turin. An organised trip round the Fiat works was of immense interest to the mechanically minded. I had previously been round the immense Miraflore factory on four or five occasions, but I saw many things that had escaped me. After a conducted tour round the Fiat museum, a well-stocked bar was placed at our disposal with typical Fiat hospitality. The party then split up for the evening, finding cafés, restaurants, or night clubs to choice.

Next day we flew into Palermo and the sunshine—it was really hot. After an all-too-short night we were called at 3.45 am and set off in coaches for the circuit. We climbed onto the hillside and chose our own vantage points. Of course there was no way of following the race except by keeping one's own lap chart, but with such a long circuit this was no problem, the lap time being well over half an hour. I could see the dead car park down below me from my grassy couch, but there was no way of knowing the fate of the cars that disappeared out on the circuit.

In the mountains conditions were indescribable, with people strolling all over the road and only standing back when a car actually appeared. I wonder why drivers are willing to race here when they are generally supposed

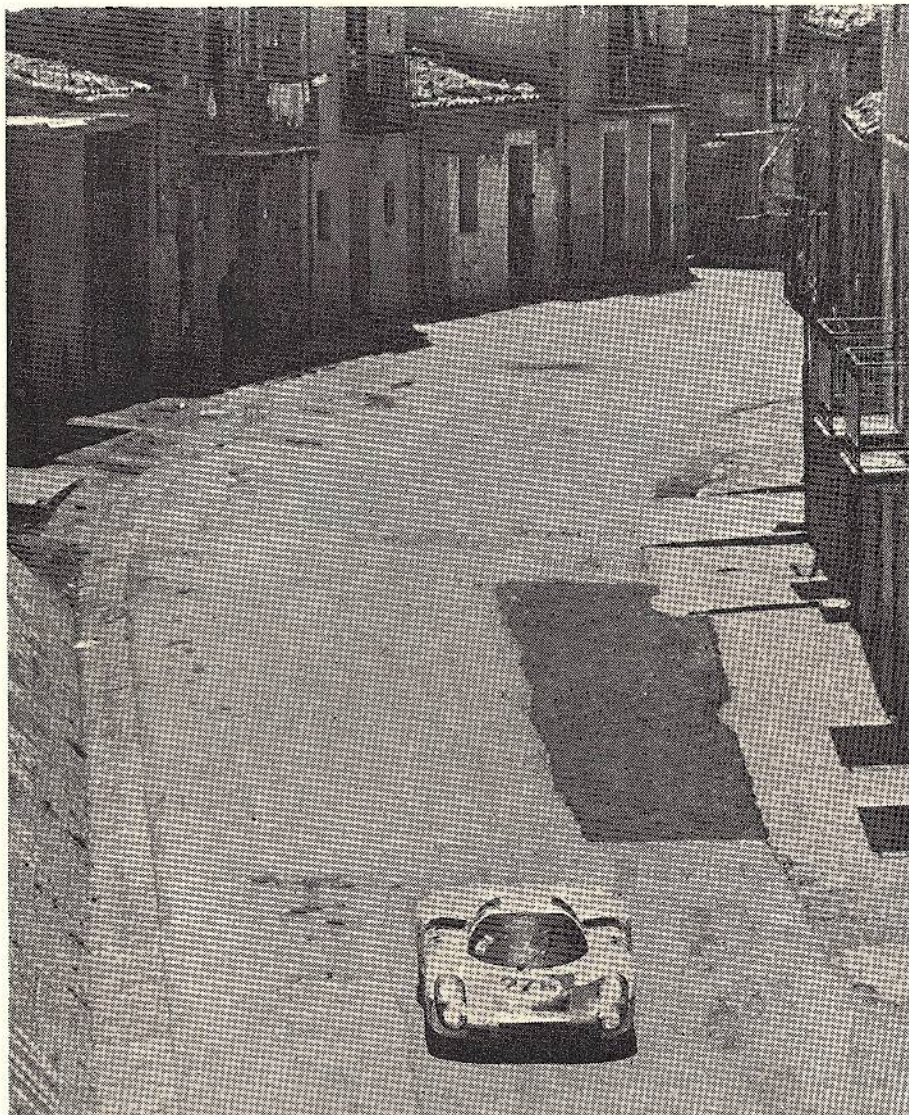
to be so fussy about safety precautions. Some of the races just after the war were pretty rugged, but this was what I have always imagined that Paris-Madrid was like.

Arriving a couple of hours before the start,

I was able to catch up with my sleep until the sound of exhausts woke me. The top drivers stood out on this difficult circuit, Vic Elford being visibly the fastest through the curves, and some of the less experienced pilots were obviously terrified of driving at ten-tenths between living walls of spectators. The view was better from the banks, but the Sicilians seemed to prefer to have the cars racing over their feet.

The heat became so intense that it was hard to breathe. My wine became undrinkable and the British contingent found that they had lost all desire to eat—you really can have too much sunshine. The crowd had come to see local boy Nino Vacarella, and when his Alfa Romeo packed up, so did they. The last couple of laps were, in fact, rather boring, the Porsche domination being complete, and there were remarkably few cars left in the race. As a spectator, my admiration was all for the drivers, who battled on in searing heat round this toughest of all circuits.

After the race some of our party got lost, so it was not the fault of the organisers that the return flight was somewhat delayed. It is even alleged that two gentlemen were seen in one of Palermo's horse-drawn cabs, shouting "Prostituta!" in their fluent Italian, whatever that may mean. It was a splendid trip, and if the Targa Florio is something of an anachronism in 1969, it is an incredible race which everyone ought to see at least once.



The German BG Racing Porsche 907 of Hans-Dieter Dechent/Gerhard Koch speeds through the town of Collesano on its way to sixth place overall.

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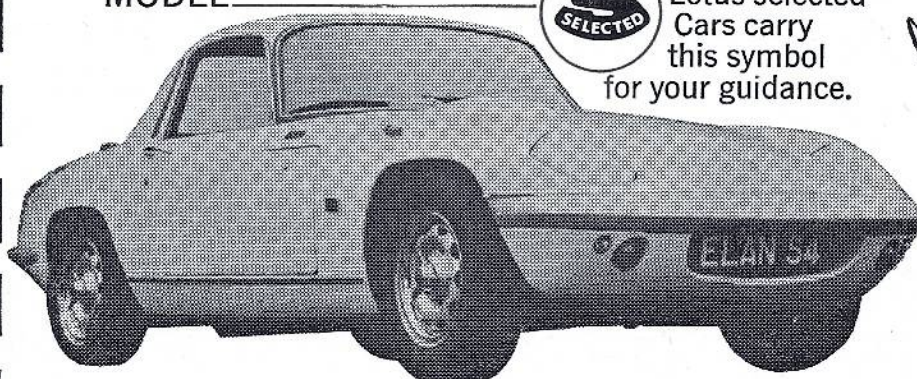
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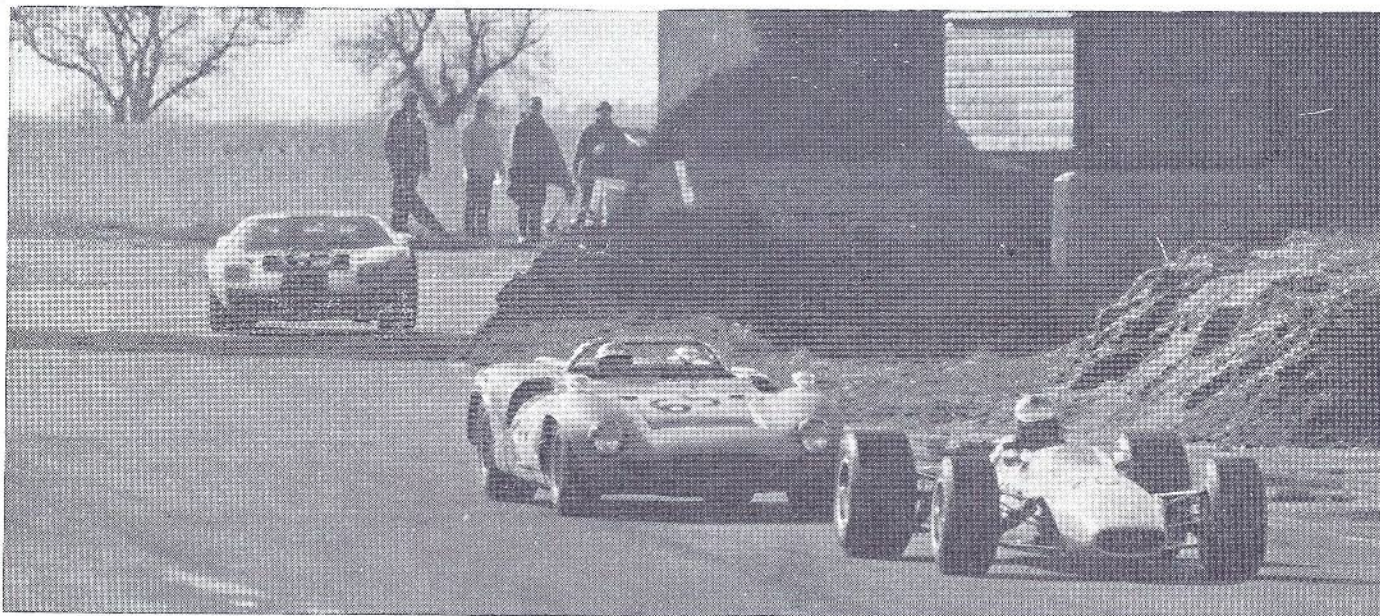
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The F2 Chevron B10 of Graham Eden leads Jeremy Richardson's Ginetta-Climax G16 and John Jordan's GT40 into the second part of the Esses during the scrap in the last race.

TEAC score at Snetterton

By ALAN HENRY

FULL grids and close racing returned to Snetterton last Sunday and, with the smooth organisation of the Thames Estuary AC at the helm, the small crowd was rewarded with an enjoyable day's sport.

From his pole position in the well-supported FF grid, Chris Lee took his recently repaired Steele-powered Merlyn Mk 11A into an immediate lead, but it was Carlos Fabre's Lotus 61 which completed the first lap at the head of the field, pursued by Ginetta man Jeremy Richardson (having his first ride in one of the Witham firm's new FF machines), Tony Broster's Titan Mk 4 and John Lain's Alexis, with Lee fifth behind the similar Merlyn of Goddard Yeates. Lee took three laps to get to the head of the second-place battle, but he made his bid for the lead on lap 7, slipping past at Riches; however, the Mexican used his Holbay to good advantage on the Norwich Straight to lead at the hairpin. Despite getting past for a short period on lap 9 Lee could never quite vanquish the Lotus, and Fabre just scraped home first, both cars being credited with the same race time. Broster finally got third place sorted out ahead of Richardson's Ginetta, Lain followed in a few lengths behind.

From the centre of the front row Jeremy Richardson took the lead in the special GT event after fellow front row men John Jordan (Ford GT40) and Ian Tee (Ginetta-BRM G16) were tardy in getting away, and his Climax-powered G16 opened up a huge lead. But on lap 4 he had to call at the pits to have his new lightweight bonnet secured with string as it was breaking up at the mounting points, and Jordan inherited the lead; on the following lap Tee visited the pits to investigate misfiring on his BRM V8, and so the GT40 cruised home to an easy win by over a minute from Bob Taft's AC Cobra. Geoff Daryn's perennial Turner was elevated to third ahead of Brian Spicer's E-type after Dave Saville-Pack's Rawlson SP6 collided with Jerry Jackson's Diva 10F as he was challenging Taft on the last lap.

The Monoposto event provided a flag-to-flag win for poleman Brian Toft in his immaculate front-engined Anco. He finished

51.4 secs ahead of Derryck Colvin in the ex-Tony Sanders Lola, which had another easy run after Ian Stronach's Concorde started to fall back with overheating on lap 6. John Aspinall drove a smooth race in his ex-Sports Motors Brabham BT6 to third overall, the only other car on the same lap as the leaders, while John Wood went splendidly in his Cooper-BMC T72 after a push start to finish fourth one lap down, winning the small class with ease (push starts are permitted in the Monoposto Formula).

A large field appeared for the 750/1200 Formula event, and for the first four laps Geoff Bremner's U2 was engaged in a furious dice with Peter Rhodes' Perigee C, while Peter Poole's rear-engined Jenoby contested third with Fred Burbury's FTB and the Rejo of Jeff Ward. Rhodes gradually fell away after half distance, but still managed to hold his second place comfortably ahead of Poole, while clubmen's interloper Melvyn Coon found his 1000 cc BMC-powered Lotus 7 unable to keep up with the faster F1200 machines and had to settle for fourth nearly 18 secs behind the Jenoby. Geoff Smith's JGS scored his now customary 750 Formula class win, finishing eighth overall ahead of J. Bond's appropriately named Overdraft.

The sole saloon event of the day followed, with Bernard Farthing's 1.3 Mini-Cooper S taking an immediate lead from fellow Minimen Gordon Dawkins and Mike Weston, who shared the front row, and pulling steadily away to be 15 secs ahead at the finish. Albert Betts' evergreen Mk 1 3.8 Jaguar took but a lap to make up for his lowly grid position but could make little impression on Farthing, while David Coleman drove a very good race in his 1.3 Anglia, getting ahead of the 1.0 Cooper S of Weston to take third place just over a lap from the end. Late entrant Barry Walters brought his Cooper S home fifth, one lap down but well ahead of the 850 cc class-winning Hillman Imp of the competent John Calvert.

The afternoon rounded off with a really superb *libre* event. Graham Eden, who really seems to have got the hang of his ex-Mike MacDowel/Bob Jennings F2 Chevron, made

a magnificent start from the outside of the front row to complete lap 1 right on the tail of Jeremy Richardson's G16 and John Jordan's GT40, which had made another leisurely start. On the following tour Eden thrust the Chevron ahead, where he stayed for four laps until Jordan took both Ginetta and Chevron in one demon outbraking session at the hairpin, pulling a few lengths ahead. One the last lap Jordan was held up by a gaggle of backmarkers coming out of the Esses and Eden made a desperate effort to take the lead, which just failed by 0.2 sec, with Richardson coming up fast a further 0.6 sec in arrears. Brian Colvin's twin-cam Lotus 7 came in a steady fourth, having disposed of a strong challenge from Mike Cowburn in the Anco, while Roy Axon brought his Mk 1 Lola-Climax in a steady fifth.

Formula Ford (10 laps): 1. C. Fabre (Lotus-Holbay 61), 18 m 6.2 s, 89.82 mph; 2. C. Lee (Merlyn-Steele Mk 11A); 3. T. Broster (Titan-Lucas Mk 4). **Fastest lap:** Lee, 1 m 45.6 s, 92.39 mph.

Special GTs up to 1600 cc, 1601 to 2500 cc and over 2500 cc, and prod sports cars up to 1150 cc, 1151 to 3000 cc and over 3000 cc (10 laps): 1. J. Jordan (4.7 Ford GT40), 18 m 0.8 s, 90.27 mph; 2. R. Taft (4.7 AC Cobra); 3. G. Daryn (1.6 Turner-Ford). **Fastest lap:** J. Richardson (2.0 Ginetta-Climax G16), 1 m 42 s, 94.54 mph. **Class winners:** Jordan, Taft, Daryn, B. Wood (1.1 Austin-Healey Sprite), B. Mayes (1.5 Ginetta-Ford G4) and I. Tee (2.0 Ginetta-BRM G16 V8).

Monoposto Championship round up to 1000 cc and 1001 to 1500 cc (10 laps): 1. G. B. Toft (1.5 Anco-Ford), 17 m 52.4 s, 91.06 mph; 2. D. Colvin (1.5 Lola-Ford Mk 5B); 3. J. Aspinall (1.5 Brabham-Ford BT6); 4. J. Wood (1.0 Cooper-BMC T72); 5. B. Clark (1.5 Lola-Ford); 6. I. Stronach (1.5 Concorde-Ford). **Fastest lap:** Toft, 1 m 45 s, 92.91 mph. **Class winners:** Toft and Wood.

750 Formula, Formula 1200 and clubmen's cars up to 1000 cc (10 laps): 1. G. Bremner (1.2 U2-Ford), 19 m 54.6 s, 81.67 mph; 2. P. Rhodes (1.2 Perigee-Ford C); 3. R. Poole (1.2 Jenoby-Ford); 4. M. Coon (1.0 Lotus-BMC 7); 5. F. Burberry (1.2 FTB-Ford); 6. J. Ward (1.2 Rejo-Ford). **Fastest lap:** Bremner, 1 m 56 s, 84.10 mph. **Class winners:** Bremner and G. Smith (750 JGS).

Saloons up to 850 cc, 851 to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): 1. B. Farthing (1.3 Mini-Cooper S), 18 m 38 s, 87.26 mph; 2. A. Betts (3.8 Jaguar Mk 1); 3. D. Coleman (1.3 Ford Anglia). **Fastest lap:** Farthing, 1 m 50.2 s, 88.53 mph. **Class winners:** Farthing, Betts, M. Weston (1.0 Mini-Cooper) and J. Calvert (850 Hillman Imp).

Formule libre and sports-racing cars up to 1150 cc and over 1150 cc (10 laps): 1. J. Jordan (4.7 Ford GT40), 17 m 2.4 s, 95.42 mph; 2. G. Eden (2.0 Chevron-Ford B10 t/c); 3. J. Richardson (2.0 Ginetta-Climax G16). **Fastest lap:** Richardson, 1 m 39.2 s, 98.35 mph. **Class winners:** Jordan, Eden and R. Axon (1.1 Lola-Climax Mk 1).



COCKPIT CAMEO

NATALIE GOODWIN

"In those days the Beatles used to play our interval numbers for nothing!"

By IAN TITCHMARSH

ALTHOUGH no longer regarded as oddities, racing drivers of the fair sex are still rare birds, especially in the world of single-seater racing, and one has to go back to the days of Maria-Theresa de Filippis and her Maserati 250F, or to the pre-war heroine Mme Elisabeth Junek, to find a woman who has made such a reputation for herself in open-wheelers as has Natalie Goodwin in her F3 Brabhams. The highly competitive world of F3 does not allow only moderate talent to shine very brightly, but by going about her motor racing in a thoroughly professional manner, while at the same time managing to derive considerable fun from it, Natalie has put up some performances both at home and on the Continent which have put many men to shame.

Natalie's family owns the Cussons soap business and, after a gentlewoman's education at Roedean, the young Miss Goodwin was packed off to the Royal College of Music for four years, where she studied the piano and violin. Her piano-playing talents were put to profitable use in a jazz band run by her brother Hugh and known as the Sunset Seven. "We used to play all over the North of England, and managed to win the Area Final in an international Jazz Competition. It was good fun and the money was terrific. We played, among other places, at the Cavern; in those days the Beatles used to play our interval numbers for nothing!" All this was in the early 1960s, and in between times Natalie found time to accompany her mother around the world as "a sort of chauffeur-cum-secretary" and help out in her brother's Manchester night-club, where "I used to cook lunch for 500 on two old gas cookers and taught Billy J. Kramer and the Dakotas to read music!"

Evening practice

In the midst of this philanthropy one of her boy friends, John Cardwell, took Natalie along to watch some motor racing. "John was already racing, and he started me off at the Aintree CC evening practice sessions in my road car, a Healey 100/6." The 100/6 was part-exchanged for a 3000 of similar ilk, which was promptly written off on the road. By this time the racing bug had bitten hard, and instead of investing in something suitably ladylike, Natalie spent the insurance proceeds on a Lotus 7. This 7 was meant to be a road-going one, but Natalie set off for Silverstone for her first race sometime in 1962: "I wasn't last; probably last but one."

For 1963 a Cosworth 1-litre motor was inserted "which blew up," but when it wasn't doing this it was raced all over the Northern

circuits, winning the Autumn Trophy and a handicap at Aintree. "We went to the Silverstone Relay Race that year, when Colin Chapman brought along his Lotus 7 with Formula Junior IRS. I fell for it at once, and after David Porter had bought it I kept on at him for two years before he would sell it to me."

This car came into Natalie's hands in 1964 and will probably never leave them, for the orange Lotus brought her success at countless circuits, winning for its owner the first BWRDC championship, and she has won this every year since. "I liked the cup so much that after three years I asked if I could keep it, and presented a new one," and the official women's championship, not to be confused with the more publicised Embassy Trophy, is now fought out for the Goodwin Cup. The Lotus, incidentally, has defied every effort to hold Natalie in place round corners, and much to official consternation she has to clutch the side of the cockpit with one hand in the twisty bits.

During 1964 brother Hugh had been entering an F3 Brabham BT9 in which John Cardwell had been making a considerable name for himself, and for the following year Hugh and Natalie formed the Goodwin Racing partnership with a team of three Brabham BT15s for Cardwell, Dave Rees and Natalie herself. "I had never thought of going into Formula racing, but they talked me into it." The first race in the F3 car was a veritable baptism at the rained-off Silverstone. Before the meeting was called off the organisers managed to run the F3 race. "I was frightened to death at the start. We all set off into a wall of spray and for a few moments there was so much water about that I couldn't breathe. I remember thinking to myself, that's the first time anyone's drowned on the starting grid! Anyway, I plodded on, never spun, and finished about tenth."

Next stop was Pau "where I just qualified, but then they cut the grid in half because of the weather and I was out." The usual Continental tour followed, with Cardwell dicing for the lead, Rees flying off the road and Natalie gaining in experience and confidence all the time. One of the highlights was Caserta, where Natalie finished third in her heat and was third in the final before "leaving the race upside down through a brick wall." Nevertheless her efforts brought her a special gold medal from Fangio, which is one of her most treasured trophies.

With John Cardwell moving on to Ron Harris Team Lotus, Goodwin Racing became almost entirely Natalie's responsibility, although Hugh continues to have a half-share

financially. Charles Crichton-Stuart joined the team with a 1966 BT15, while Natalie bought a BT18, but Charlie Stu had met Shirley Anne Field and his heart was no longer in motor racing, with the result that his promise as a driver was never fulfilled and successes were few. Natalie raced her Brabham at home and abroad, having the occasional win in England and finishing in the first six more than once in lesser foreign events. The 7 was also given a few airings and her Marcos-Volvo, an experimental car on loan from the works, was raced once or twice until the factory discouraged this treatment of their precious machine. Crichton-Stuart's last few races for the team were in the Argentine Temporada at the beginning of 1967 when he used the first production BT21, and it is this car which Natalie is still racing today. The BT18 was sold and Natalie continued with the newer car on her own, doing the European round again, but 1967 was the year of the tragedy at Caserta, one of her favourite circuits, and a lot of the fun went out of the game.

However, Natalie had taken over her brother's Lotus Cortina—"He couldn't sell it so he sold it to me"—and met up with another Oulton Cortina man, Cyril Williams. Williams was invited to share the Cortina in the Spa 24-hour race, where they were the only British finishers. Impressed with Cyd's dedication and the way in which he prepared the Cortina, Natalie decided to run a two-car team again in 1968 with Cyd as her fellow-driver. The results are too recent to recount, except to say that Natalie was away in Germany when Cyd was shaking the F3 world by winning the Oulton 100-miler in May, and was quite shattered on her return to learn what her "find" had been up to. Convinced of the little Welshman's potential, Natalie gave him every encouragement for the rest of the year which culminated in third place in the Lombank Championship.

Swansong

For 1969 she wants to set Cyd securely on the path to a works drive, a plan which has been delayed by the non-arrival of the ordered Brabhams. However, a Chevron has taken the place of the BT28, and a full Continental season is planned. For Natalie herself it will be her swan-song, for she has decided to retire at the end of the year. "It's getting too expensive. I like to do something fully or not at all, and I can afford to do it properly this year for the last time. If Cyd earns a works drive but doesn't get it because there aren't enough drives to go round, then I may give him another chance next year, but I could never afford to run an F2 car."

Anyone who has been part of the Continental F3 circus will know how much more enjoyment can be gained from motor racing than merely trekking up to Silverstone or down to Brands every weekend, and Natalie has a large stock of stories: like the time they camped for three nights in the St. Bernard Tunnel playing pop records non-stop to prevent the obstructive customs officials from going to sleep; or the Argentinian Alsations, which were the most efficient method of clearing the pits of unwanted folk yet devised; or the last four hours of the Spa race when the petrol tank split and petrol started swirling around the interior: "At every pit-stop the first thing to do was throw buckets of water inside the car to fool the officials, and we drove with the passenger door on the catch in case of emergencies."

The orange Brabhams will be sadly missed if Natalie does keep her word and retire, although the temptation to bring out the old Lotus 7 from time to time may well prove irresistible.

RALLY RECORD

"The only two times that we had anything which could be called a moment was when the co-driver got carried away and started urging higher speeds over blind brows"

John Davenport on the Welsh Rally



Reversing a trend

THE Welsh Rally, whether intentionally or not, reversed a trend which has characterised several rallies over the past few years. This has been towards increasing the total stage length, and indeed the lengths of individual stages, to the point where the rally became a matter of endurance and possibly even driving to save the car right from the start. Rallies with between 400 and 800 miles of special stages are not uncommon—for example, the Swedish Rally this year—but what with the RAC, the Gulf and the Scottish all vying for the biggest mileage, rallying in this country arrived at the end of last year in a difficult position for two reasons.

The first was that popular forests were being used a little too frequently for the tranquillity of the Forestry Commission, and various rationing measures plus an increase in fares were implemented to curb their use. This led almost directly to the Gulf being a non-starter this year so that we have lost, at least temporarily, one of the big events of the year.

The second was more subtle, and can be summarised by saying that the effect of having a big stage mileage and long stages was to remove the incentive for people driving their own cars on these events to drive fast. The argument for using forest stages on British events is that we can get our own drivers into the habit of driving flat out on dirt, so that ultimately British teams will have a new generation of British drivers capable of winning an international. In a rally with 400 miles of stages it becomes self-evident to the private owner that he is not going to be able to try to the limit of his ability, as he is not in possession of sufficient finance to prepare and service a car that will stand it. Admittedly the Gulf was rather planned to be something of an endurance event, largely because the organisers had a great admiration for the old Liège, but on the Liège any time taken for extensive service was time lost, whereas that was never the case on the Gulf. When we won the Gulf we had a gearbox changed—that could not have happened on the Liège, or indeed any other road rally.

The big advantage for the Scandinavians is that they have an enormous number of rallies, very similar to our *Motoring News* events, but these are stage rallies with 60 miles of stages. Ove Andersson once told me that when he started rallying he had an old Saab that he had rebuilt after an accident, and that he used to go in for these small rallies knowing that he could go flat out from the start, and that the punishment the car received would usually not be sufficient to stop it before the end of the event. This meant that the flat-out merchants always had sufficient opportunity to measure their ability against one another without the restriction of having to rely too heavily on a good navigator or an expensive car. The effect of this has been to produce the best stage drivers in the world, though it must be admitted that Scandinavia is consequently lacking in long-distance drivers and co-drivers of merit.

Thus, while some people commented that the Welsh had too few stages, and that those that it did have were too short, I was

pleased to see a compact event where everyone had a go and it showed up in the results. It was a shame that we did not have more of the acknowledged British flyers like Alun Rees, Will Sparrow or Barric Williams, or more established international names, but it was an interesting event none the less. Perhaps I should add that this is not a plea for Jack Kensley to cut back the RAC Rally, but more for the running of stage events with a small mileage where driver's reputations can be made or marred.

Malkin's machine

THE Welsh was a new experience for me in two ways: it was my first rally in an Imp, and my first with Colin Malkin. The combination of Malkin plus Imp has become a formidable rally winner in the past year, mostly when both have been under the guidance of my old friend John Brown. In fact, it was only his absence that got me the ride.

The Imp is Colin's own car and, despite a roll a few weeks ago, turned up in immaculate condition for the Welsh after preparation in Rootes' competition department. It is a Group 6 car and thus sports a lot of fibreglass panels, practically no trim and an 1140 cc engine. Things like radiators have been moved to the front, and the only heating I could discover for the co-driver was a large pipe that passed close to my left foot. The car was quite noisy inside, and in fact we used intercoms to talk on the stages though outside it is relatively quiet—so I am assured—by virtue of the large silencer mounted where the rear bumper ought to be.

Once off on a stage, the car impressed straight away with a surprising turn of speed with very little associated drama. With the rear engine, wheelspin was virtually non-existent, and I only detected it when we were going sideways in a tight corner with the two nearside wheels off the ground. This is achieved without a limited slip differential, as Colin insists that when one is fitted the front tends to go out in corners when you have the power on. We did in fact experience this in the early part of the event, but after dropping the pressures on the new 175 Dunlop Weathermasters that he was using for the first time the problem disappeared. This phenomenon brings me to the next point: the handbrake, for above the normal lever which is connected as a fly-off is welded another lever angled up to be extremely handy to the gearlever. It was between these two that Colin's left hand spent all its time, for when he wasn't changing gear he was using the handbrake.

That may not sound a very good idea, and does at first recall the technique of learner drivers who use it to frog away from traffic lights. To be serious, though, the handbrake was used a lot, and the only thing I can compare it to is left-foot braking where the brakes being applied under a power-on condition result in better traction with instant oversteer should it be needed. This is exactly how Colin uses his handbrake, not pulling it on brutally to provoke a vicious slide but to get the car to settle on a line with the minimum movement of the steering wheel and at the same time have the

ability to turn the car more and more sharply into the corner if it should transpire that it tightens up.

The Imp is geared quite low, with a top speed in fourth gear of somewhere round 92 mph at 8000 rpm plus. First gear is unfortunately a bit too low, which gives a big step to second, but the other three are just perfect for stage driving, so that first is a start-and-hairpin-only gear. The most amazing thing about the Imp is that, despite being a small, light car so that it is pitched around a bit over the loose stages, it keeps itself on the road very well indeed and, even when being driven in the ditch in wall-of-death style, keeps its directional stability in a way that I have only experienced with a bigger and heavier car like the Saab.

On tarmac I had a chance to see the Imp's possibilities when we bent a stub axle and had to do a 17-mile detour to get it fixed and then drive flat out to get back on time. The handling, plus the Malkin handbrake, eventually gives you that incredible feeling that there is no corner that it will not go round, provided that there is just some warning of its approach. The only two times that we had anything which could be called a moment was when the co-driver got carried away and started urging higher speeds over blind brows which were not always followed by straight road.

My impression was that this car is now a very highly developed and sophisticated rally car which has had as many years of thought and hours of work put into it as a works Healey, Mini or Escort. It is perhaps not capable of beating a works Group 6 Escort in full flight with a works driver at the wheel, but Malkin was precious little behind in the course of the Welsh, and it will be very interesting to see how he goes on the Scottish Rally.

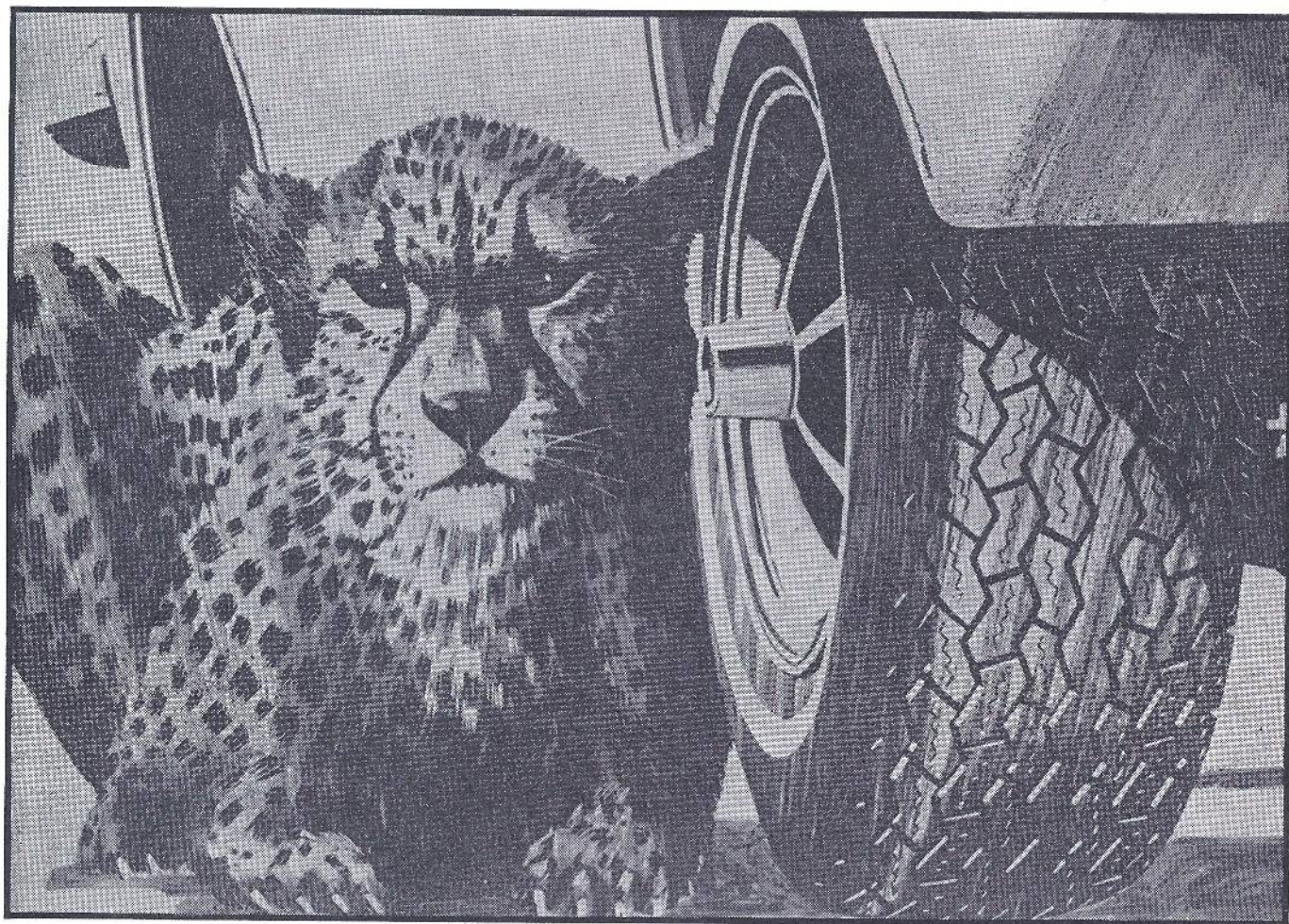
Coupe des Alpes

MORE information has just been released on this, probably the most famous of all mountain rallies. The rally, as I said previously, will halt twice at Evian on the south shore of Lake Geneva, and the town is sponsoring the rally to such an extent that it is subtitled *Trophée Evian*, and you get a reduced entry fee if you permit advertising for Evian on the side of your car. Even the reduced fee is just about £100, but it is £200 if you don't take their advertising. If you finish the rally you get about £83 back, wherever you finish, so a reliable run will reduce the expenses quite considerably.

The route for the rally is not much changed from last year, though there has been an increase in selectives—now called *tronçons de classement*—and a total of 11 *épreuves*, none of which resemble the Mont Ventoux type of classic hillclimb. The scrutineering will be in Marseilles on August 31 and the rally starts the following night, September 1, and finishes back in Antibes on the afternoon of September 6. It does not count for the European Championship, 80 cars of Groups 1 to 6 are admitted, and a *Coupe Nationale des Alpes* will be run concurrently with it.



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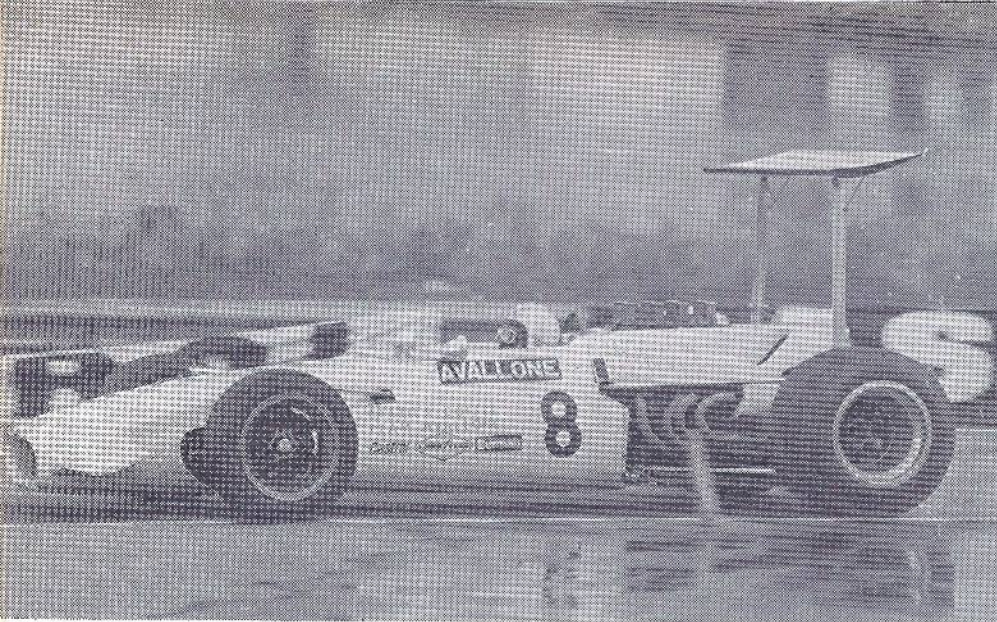
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Carlos Avallone sampled the Mallory short circuit in his F5000 Lola T140/142, winning the libre race against F4/FF opposition.

Mini Mallory

By IAN TITCHMARSH

DESPITE the loss of BLMC's support, the Mini-Se7en C's race meetings have lost none of their appeal for devotees of the Minibrick, and last Sunday saw another of these promotions with Minis everywhere and non-starters a rarity. Rootes got a look in, with Imp engines powering all but one of the F4 competitors, and these miniature racing cars once again showed their speed with Bob Jarvis' Vixen setting a class record of 38.0 s, 94.74 mph.

Full grids, a mere 12 on the short circuit, presented themselves for each of the two Mini-7 Formula heats. In the first the whole bunch rushed round together to begin with until Bernard Lingard and Geoff Gilkes detached themselves, Lingard winning by 0.4 sec. Graham Wenham wanted to join them, but he spoilt his challenge by taking to the grass out of the chicane on the penultimate lap, dropping to fifth, behind Clive Trickey, the lap 1 leader, and Mike Smith. Heat 2 was equally tense as Paul Gaymer, Trevor Moore, Willie Dick and Dennis Fernie jostled for the lead. By half distance Gaymer had made the position his, with Moore ultimately finishing 0.8 sec behind and Dick falling away. Fernie did a Wenham, but twice, and had to toil very hard to regain his fourth place.

The Final ended with the first three places

as in Heat 2, but this was not for lack of effort by Moore in the Froggspeed car, and after a race-long chase he managed to halve the earlier gap between him and Gaymer at the finish. Heat 1 winner Lingard had a spin at the chicane on lap 4 and finished last in company with Fernie, who had needed a push-start, so that fourth went to the Triple C car of Trickey by 1 sec from Wenham. This formula certainly produces close, if not particularly fast, racing.

The F4 championship race was an intense carve-up between the Vixens of Keith Blaynee and Bob Jarvis, until the latter spun to fifth behind Geoff Friswell and Julian May (Vixens) and Johnny Walker, still in the JW4-Saab and not the much-heralded Costin-Walker. Jarvis' spin left Blaynee with an easy, but very fast, victory, while Jarvis himself recovered magnificently from his gilhooley to set a new record and climb back to second. Tony Soameson, who had put his Vixen on the front row of the grid, had to be pushed away before the flag fell with the electrics playing up.

The first free formula saloon race was a gift for Terry McNally, who now has his MAE-powered Anglia well-sorted. Despite a lowly grid position, after the weather had played havoc with practice, McNally put the

Ford past Roger Payne's Froggspeed 970 Cooper S on lap 2 and cruised away to win. In third position, Colin Thomas in the Moto-speed S had to contend with the very rapid 850 Minis of Peter Baldwin and David Edge, a feat which he accomplished successfully, albeit by a hair's-breadth, while Baldwin won the 850 class by 1 sec from Edge.

Peter Johnson, about to give up the struggle of running his Lotus 51C on a shoe-string, had pole position for the Formula Ford event, flanked by two erstwhile motorcycle scramblers, Ken Messenger (Merlyn Mk 5) and Ken Sedgley (Alexis Mk 15). Johnson and Sedgley tore off together, and carried on a skilful joust for the lead which belied their mutual inexperience, with Sedgley's much newer car emerging victorious after the 10 laps. Messenger was going well too in his ex-Formula Junior car, but when Jack Hemming in the Nordic actually got the message in the closing laps, the old Merlyn had to make do with a commendable fourth. Peter Farrer in his Mk 11A Merlyn was chasing hard too, but despite a desperate thrust through the chicane on the last lap, he stayed fifth.

John Francis, Farrer's team-mate, looked a certain winner of the large saloon event after the first lap, and his 1.3 Cooper S remained unthreatened throughout. Second was the subject of considerable argument between the 1.3 Ss of Mike Evans and Phil de Banks and Len Dixon's Anglia t/c. Sam Harris, Ian McDougall's mechanic, was having his first race in his guv'nor's very fast Cooper and was chasing after the leaders when he clouted the chicane bank very hard, crushing the Mini but escaping with a cut leg. The ensuing yellow flags were ignored by both Dixon and de Banks who took their opportunities to pass a clutchless Evans. However, their sins did not go unnoticed and both were excluded, handing second back to Evans.

The start of the final, *formula libre*, event was a scream. Carlos Avallone sat in his F5000 Lola on the third row surrounded by F4s and FFs. The flag dropped, the midgets all ran away leaving the giant Lola sitting helpless in neutral. The Brazilian sorted things out and began the process of gobbling up the pack, which took him until lap 6 thanks to the extremely fast driving of Keith Blaynee in the F4 Vixen. Even then, the Lola did not draw away, lapping no faster than the earlier F4 record, and finishing 4 secs in front. Best FF was Johnson in the Lotus who just warmed off the harrying F4s of Jarvis and Friswell.

Mini-7 Formula saloons, Heat 1 (10 laps): 1, B. Lingard (848 Mini), 7 m 50.2 s, 76.56 mph; 2, G. Gilkes (848 Mini); 3, C. Trickey (848 Mini). **Fastest lap:** Lingard, 44.4 s, 81.08 mph.

Mini-7 Formula saloons, Heat 2 (10 laps): 1, P. Gaymer (848 Mini), 7 m 41.2 s, 78.06 mph; 2, T. Moore (848 Mini); 3, W. Dick (848 Mini). **Fastest lap:** Gaymer, 44.6 s, 80.72 mph.

BP Formula Ford Championship round (10 laps): 1, K. Blaynee (875 Vixen-Imp), 6 m 38.6 s, 90.32 mph; 2, R. Jarvis (875 Vixen-Imp); 3, G. Friswell (875 Vixen-Imp); 4, J. Walker (875 JW4-Saab); 5, J. May (875 Vixen-Imp); 6, S. Williams (875 Vixen-Imp). **Fastest lap:** Jarvis, 38.0 s, 94.74 mph (record).

Saloons up to 850 cc and 851 to 1000 cc (10 laps): 1, J. Francis (1.3 Mini-Cooper S), 7 m 14.8 s, 82.80 mph; 2, R. Payne (1.0 Mini-Cooper S); 3, C. Thomas (1.0 Mini-Cooper S). **Fastest lap:** McNally, 42.4 s, 84.91 mph. **Class winners:** P. Baldwin (848 Mini) and McNally.

Formula Ford (10 laps): 1, K. Sedgley (Alexis Mk 15), 6 m 56.6 s, 86.41 mph; 2, P. Johnson (Lotus-Johnson 51C); 3, J. Hemming (Nordic-Roadie Main Mk 1). **Fastest lap:** Sedgley, Johnson and Hemming, 40.6 s, 88.67 mph.

Saloons 1001 to 1300 cc and over 1300 cc (10 laps): 1, J. Francis (1.8 Mini-Cooper S), 7 m 8.8 s, 83.96 mph; 2, M. Evans (1.3 Mini-Cooper S); 3, R. Farquhar (1.3 Mini-Cooper S). **Fastest lap:** Francis, 40.8 s, 88.24 mph. **Class winners:** Francis and M. Berman (1.7 Ford Berpop).

Mini-7 Formula Saloon Championship round (10 laps): 1, P. Gaymer (848 Mini), 7 m 32.8 s, 79.50 mph; 2, T. Moore (848 Mini); 3, W. Dick (848 Mini). **Fastest lap:** Gaymer and Moore, 44.4 s, 81.08 mph.

Formula Libre (15 laps): 1, C. Avallone (5.0 Lola-Chevrolet T140/142), 9 m 52.8 s, 91.09 mph; 2, K. Blaynee (875 Vixen-Imp); 3, P. Johnson (FF Lotus-Johnson 51C). **Fastest lap:** Avallone, 38.0 s, 94.74 mph.



Danny Crosbie dings his Mini against the Chicane Armco as John Digby and Len Brammer pass on their way during the first MTF heat.

Close racing at Silverstone

By ROBIN REW

AFTER a morning's fairly heavy rain, Silverstone club circuit was left damp but not drenched for the full programme of races organised by the 750 MC, the club which does more than any other amateur club to foster cheap and varied formulae. Most of the racing was fast, close and exciting, the opening race for the smaller monoposto cars being well fought between the dark blue Lotus of Eddie Heasell and Alan Gorsuch's Nova Lotus for half the race, until Heasell succumbed to handling problems on a circuit on which someone was dropping a great deal of oil, leaving Gorsuch to pull out a lead of more than 30 secs from Colin Beckwith's pretty white Lotus.

The second race was for a variety of 850 Minis, qualifying for the Mini Seven championship, and was really worth watching on a now well lubricated circuit, Paul Gaymer leading a howling batch of seven closely packed cars into Woodcote first time round. He was soon hard pressed by Clive Trickey and Geoff Gilkes, who staged a determined attack from the centre of the pack. After losing his lead once or twice, Gaymer managed to regain it and make the flag, followed by Trickey and Gilkes.

The 750 Formula cars were as smart a lot as ever seen, John Wingrove's minute maroon car taking an early lead, although it shortly went sick and was misfiring slightly after spinning away his lead to avoid a car he was lapping. Meanwhile, Geoff Smith in his conventional but very well prepared aluminium and yellow JGS special was fighting hard to keep ahead of the diminutive coupé of Peter Ingham, a first outing for the car, but the superior top speed of the coupé on the straight, due perhaps to better aerodynamics, took its toll and it took over first place well before the flag, only to be disqualified because of a fractionally larger throttle restrictor than is permitted on the Reliant OHV motors; this

was only a matter of but $\frac{1}{2}$ mm, which would have little effect on the car's performance.

The 1200 Formula event was similar in that one of the favourites lost touch early on with a spin from second place, which gave him a long hard haul to get within striking distance. In this case it was Geoff Bremner who took and held the lead in his U2 and Wally Hayward in the Scorpion (a kinky paint job of blended yellow and red, even including the tyres!). The finish became more and more exciting as Hayward strove hard to get his understeering car nearer to the U2, but he was but a couple of lengths behind at the finish, having had Jeff Ward's Rejo to dispose of on the way.

The single-seater race degenerated into farce when Sean Ross got tweaked up at Woodcote and slid inwards across the bows of burly Brian Croot, who was squashed for the occasion into the fleet little Elva belonging to Norman Davis. Croot, with a *fait accompli* presented to him on the wet track, slid into the rear of Ross's 1500 Lotus and mounted it, nose up, so that the two trundled along locked together for more than 100 yds. Meanwhile, Peter Morgan was steaming away at the front to an unassailed lead in his twin-cam BT18 Brabham, while hillclimber Spencer Elton's similar car finished second.

Farce again intruded at the start of the big saloon car race, with David Howe's mighty Ford Falcon in pole position, apparently firmly concreted in! No amount of pushing or shoving would move it, and in first gear it just sat there with the back wheels going round. It turned out that the separate brake servo for the front wheels had locked hard on; better it should happen there than in the race. Thus it was that John Hine was left with Graham Bean (1.7 twin-cam Anglia) to deal with, taking the Duncan Hamilton-entered Escort TC to a goodly lead by the end of the race with Bean settling for second spot

in front of Martin Raymond's 1300 S, with David Kemp fourth in the Opposite Lock S.

Ian Skalkes ran away from the rest of the field in his Chevron-BMW B8 in the sports and GT race, and it was nice to see David Wragg back down in the Midlands again and doing well in second spot in his 1600 cc Lotus 7. He took over this position from Jeremy Richardson, who made a mess of his G16 Ginetta half-way through the race when he left the track.

The final race, for the larger Monopostos, was won by Patrick Sumner's 1500 cc Lotus, although Gerry McHarey was trying hard in his off-raced 1500 Cooper in second place. Jim Yardley did a nonsense in the splendid monocoque Beagle early on and retired, and this took much of the fire out of the race.

Monoposto championship round, up to 1000 cc (10 laps): 1, A. Gorsuch (1.0 Lotus), 14 m 1.4 s, 68.80 mph; 2, C. Beckwith (1.0 Lotus); 3, B. Clark (Elva). **Fastest lap:** E. Heasell (1.0 Lotus), 1 m 20.6 s, 71.82 mph.

Bob Fox FM7 championship round (10 laps): 1, P. Gaymer (850 Mini), 14 m 32.8 s, 66.32 mph; 2, C. Trickey (850 Mini); 3, G. Gilkes (850 Mini). **Fastest lap:** Gilkes, 1 m 24.6 s, 68.43 mph.

750 Formula Goodacre Trophy round: 1, G. Smith (JGS-Reliant), 15 m 38.8 s, 61.16 mph; 2, J. Wingrove (Jason-Reliant); 3, C. Conrad (10-Reliant). **Fastest lap:** P. Ingham (Ingham-Reliant GT), 1 m 30.6 s, 63.89 mph.

Formula 1200 Chapman Cup round (10 laps): 1, G. Bremner (U2-Ford); 13 m 24.4 s, 71.96 mph; 2, F. Hayward (Scorpion-Ford); 3, J. Ward (Rejo-Ford). **Fastest lap:** Hayward, 1 m 17.4 s, 74.79 mph.

Single-seaters (10 laps): 1, P. Morgan (1.6 Brabham-Ford BT18 t/c), 12 m 22.2 s, 84.85 mph; 2, N. S. Elton (1.6 Brabham-Ford BT18 t/c); 3, M. Cowburn (1.5 Anco-Ford). **Fastest lap:** Morgan, 1 m 7.2 s, 86.14 mph.

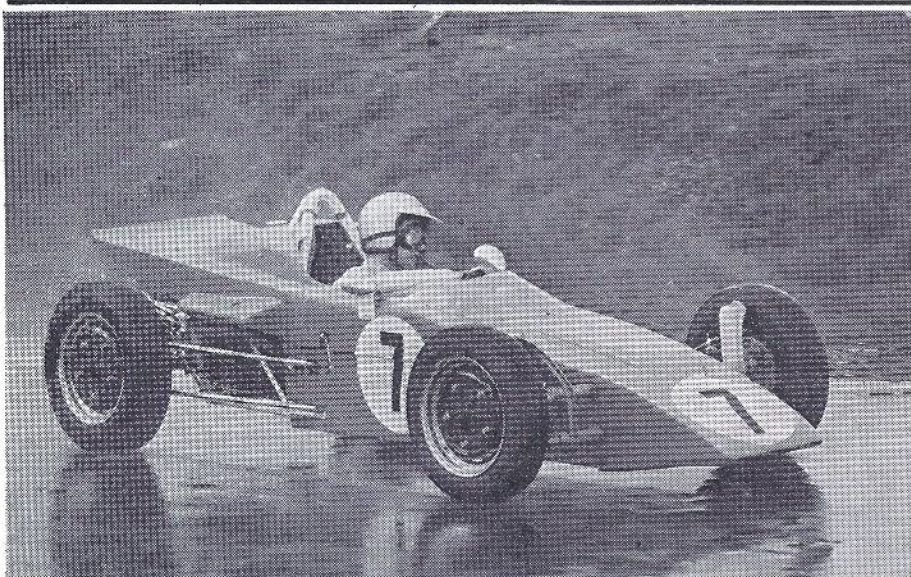
Saloons up to 1000 cc, over 1300 cc and Vauxhall Vivas (10 laps): 1, J. Hine (1.6 Ford Escort TC), 13 m 15.0 s, 72.82 mph; 2, G. Bean (1.7 Ford Anglia t/c); 3, M. Raymond (1.3 Mini-Cooper S). **Fastest lap:** Hine, 1 m 16.8 s, 75.57 mph. **Class winners:** D. Kemp (1.0 Mini), Hine and J. Lawrence (1.3 Vauxhall Viva).

Sports cars up to and over 1500 cc and special GTs up to and over 1500 cc (10 laps): 1, I. Skalkes (2.0 Chevron-BMW B8), 13 m 3.6 s, 73.87 mph; 2, D. Wragg (1.6 Lotus-Ford 7); 3, B. Colvin (1.5 Lotus 7). **Fastest lap:** Skalkes, 1 m 14.6 s, 77.60 mph. **Class winners:** B. Flegg (1.0 Lotus 7), Wragg, D. Cooper (1.0 Terrier) and Skalkes.

Monoposto championship round, 1001 to 1500 cc (10 laps): 1, P. Sumner (1.5 Lotus), 12 m 46.0 s, 75.57 mph; 2, G. McHarey (1.5 Cooper); 3, I. Stronach (1.5 Concorde). **Fastest lap:** Sumner, 1 m 14.2 s, 76.98 mph.

Two races at Lydden Hill

By MARTIN FIELD



Graham Meek splashes through Devils Elbow in his well-prepared Sebring Vee on his way to second spot in the FV/F1200 race.

OF the three car events scheduled to form part of Lydden Hill's fourth Festival of Speed last Sunday, a mixture of races for cars, motor-bikes, bicycles and karts, two were amalgamated and the third run in a heavy downpour. Nine cars started the first race, which combined *formule libre*, 750 Formula and 850 saloons, and it was won by John Routley's 1-litre Mini from Peter Shepherd's 850 Mini and B. Borthwick's 850 Mini, which spun down to the tail of the field and worked its way up to third again. Don Maynard won the 750 Formula class as well as his battle with Peter Musk's 850 Mini, while Chris Shaw's 750 felled a photographer during a spin, without hurting him, and rejoined the race later.

Half a dozen Formula Vees and Formula 1200s came out in the rain for the second race and Dennis Kenyon's Kenfield Beach led from start to finish. Jonathan Copson's Smithfield Vee got ahead of Graham Meek's pretty wedge-shaped Sebring Vee on the fourth lap and stayed in front for a couple of laps, but this was the only place change of the race. Dorck Bowley's DRW hit a bank on lap 2, leaving the Formula 1200 class to the Milmor of Bill Mallett.

750 Formula, saloons up to 850 cc and formule libre (12 laps): 1, J. D. G. Routley (1.0 Mini-Cooper S), 11 m 45 s, 61.28 mph; 2, P. Shepherd (850 Mini); 3, B. Borthwick (850 Mini). **Class winners:** D. Maynard (750 Special), Shepherd and Routley.

Formula Vee and Formula 1200 (12 laps): 1, D. Kenyon (Kenfield Beach Vee), 11 m 51 s, 61.28 mph; 2, G. Meek (Sebring Vee); 3, J. Copson (Smithfield Vee). **Class winners:** Kenyon and W. Mallett (1.2 Milmor-Ford).

Unmemorable Cadwell

By JOHN HIGHAM

THE weather man did not smile on the BRSCC Northern Centre at Cadwell Park last Sunday, and the wet conditions plus 34 non-starters helped to make the afternoon unmemorable.

Geoff Wood proved his right to pole position in the first race by making a cracking start and taking the lead into Coppice, chased by Bill Needham in the twin-cam Coldwell Mini and Roy Seddon in the Stu Whitehead-entered Cooper S. There were only three other cars in the race—Peter Clark and Dave Millington in 850 Minis, and Mike Wood in a 1-litre Min. Wood won pretty much as he liked, but Seddon inherited second spot on the last lap when Needham relegated himself to third with a spin going up the Mountain.

John Fletcher (Merlyn Mk 11A) also took an early lead from pole position in the FF event, but was quickly gobbled up by Keith Garrett's Lotus 51C. However, by the end of lap 2 Fletcher was back in command, only to spin his chances away a lap later and drop to fourth. Derek Lawrence (Titan Mk 4) took the lead on lap 3, and ran home some 14 secs in front of Garrett, who in turn was a further 8 secs ahead of Fletcher. Incidents in the race were many, including numerous spins, a blown-up motor and a bust gearbox.

Peter Lawson (2.0 Chevron-BMW B8) was away from the grid in a flash of burning rubber when the flag fell for the GT and prod sports race and was thereafter seen no more by the opposition, going on to win by over 35 secs from George Silverwood in Derek Buller-Sinfield's 1.1 Mercury GT. Lawson has taken to the circuits like a duck to water, and it is no wonder certain team managers are watching his future with considerable interest. David Bolan (1.1 Landar GT) had a very lonely race in third place throughout, while David Welpton (1.1 Sprite) vanquished the heavier metal in the prod sports class with considerable ease.

Clubmen's cars were next out, chasing points in the BRSCC and Leedspeed Cham-

pionships. The man who showed them the way home was "dark horse" Dennis Greensmith (1.6 Lotus 7), who led all the way after John Holroyd's Lotus 7 decided to drop out of gear as they left the grid. Championship leader Deryck Cook (1.0 DRW) flirted briefly with second spot until being pushed down to fourth by John Wingfield, driving his brother Peter's U2 Mk 6 on this occasion, and Holroyd on the fifth lap, following which Holroyd's engine went off song and he dropped to seventh. Willie Hare (1.6 Lotus 7) finished third, and Cook fourth; Dave Goodwin and Maynard Soares, dicing for second place in the 1-litre class in their Lotus 7s, came together but continued to finish fifth and sixth overall.

The first of Barry Maskell's well deserved victories came in the *Morning Telegraph* Trophy Race for F3 and *libre* cars (the majority of the *libre* cars being FFs). Maskell's ex-Schenken Chevron B9 left pole position like a bat out of hell with Wayne Mitchell (F3 BT21), Paul Craven (F3 BT21B) and Ben Moore (F3 Titan Mk 3) arguing it out among themselves for second, third and fourth places. Mitchell spun at Charley's, while John Fletcher performed a similar manoeuvre at Park on the fourth lap in his FF Merlyn, which left Ben Moore in second place and Craven in third. This state of affairs continued until the penultimate lap, when Moore decided to have a go for outright victory and started hounding Maskell through every corner, but the Leeds driver was not to be flustered and hung on to a 0.8 sec victory.

Peter Hawthorne (1.3 Cooper S) was in pole position for the big saloon race, with Brian Robinson (1.6 Cortina FVA) in the middle of the front row and Harry Ratcliffe (1.3 Cooper S) in the larger of the BVRT eight-port-headed fuel-injection Minis on the outside. Once Ratcliffe got some dry tarmac under his furiously spinning wheels he shot into the lead with Robinson stuck up his boot, a position with which the Darlington driver had to be con-

tent throughout the race; he tried like mad for every inch of the way, but his 215 bhp appeared to be an embarrassment on this very tricky damp circuit, and he finished 0.2 sec behind the Mini at the end. Hawthorne and John Bloomfield (1.6 Escort TC) had lonely races in third and fourth places.

The concluding *libre* race gave Barry Maskell his second victory, this time by a considerably greater margin. For a while it looked as if Paul Craven (F3 BT21B) might give Maskell's Chevron a scrap, but all hope of this faded when the Dewsbury driver spun his chances away at Park on the fourth lap. Dick Barker (FF Lotus 61E) engaged in a desperate struggle for second spot with Rod Pickering (FF Bee Gee RA2), which struggle continued unabated to the finish, with Barker taking the place but both drivers being given identical times.

BRSCC Northern Saloon Championship round, up to 850 cc and 851 to 1000 cc (8 laps): 1. G. Wood (1.0 Mini-Cooper S), 16 m 5 s, 67.15 mph; 2. R. Seddon (1.0 Mini-Cooper S); 3. W. Needham (1.0 Coldwell Mini 1/c). **Fastest lap:** Wood, 1 m 55.6 s, 70.07 mph. **Class winners:** P. Clark (Mini) and Wood.

BRSCC Northern Formula Ford Championship (8 laps): 1. D. Lawrence (Titan Mk 4), 14 m 44.8 s, 73.24 mph; 2. K. Garrett (Lotus 51C); 3. J. Fletcher (Merlyn Mk 11A). **Fastest lap:** Lawrence, 1 m 48.6 s, 74.59 mph.

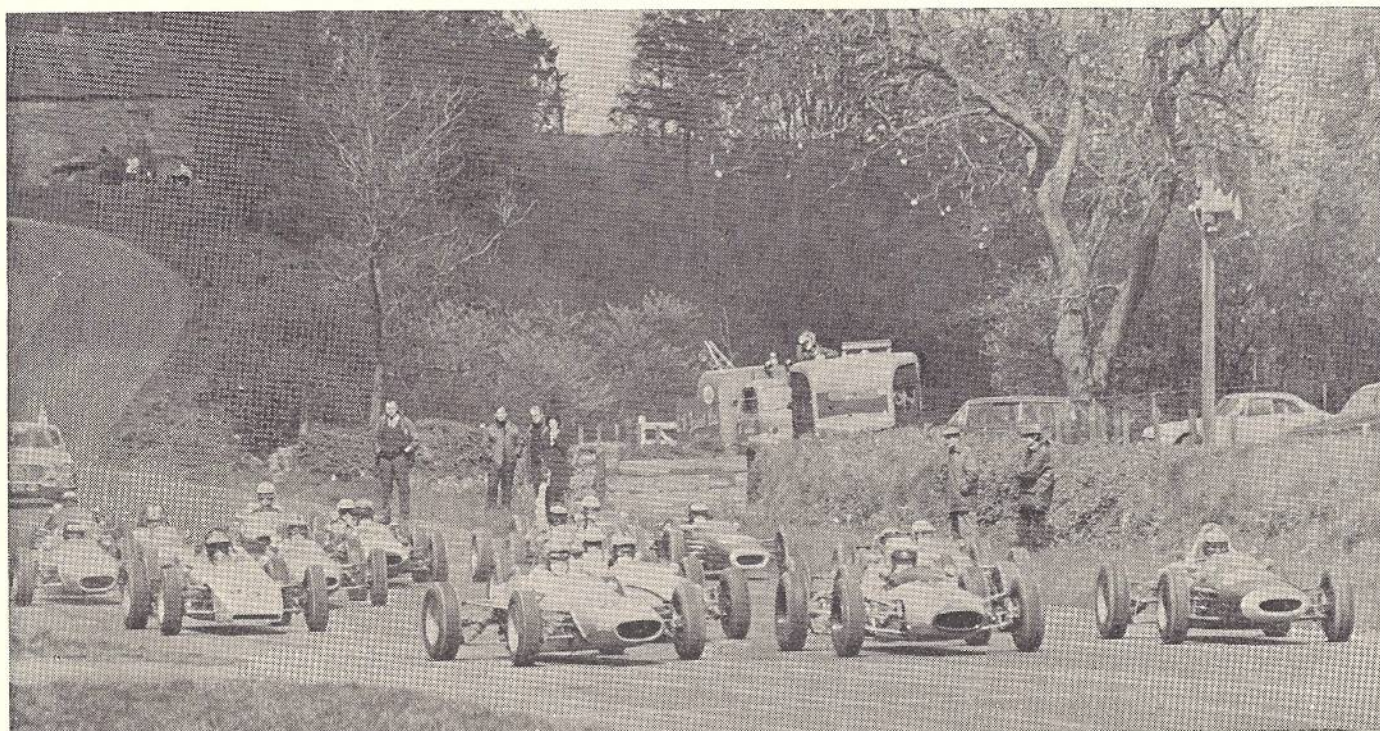
GTs and prod sports cars up to 1150 cc and 1151 to 2000 cc (8 laps): 1. P. G. Lawson (2.0 Chevron-BMW B8), 14 m 55.6 s, 72.35 mph; 2. G. Silverwood (1.1 Lotus-Ford Mercury GT); 3. D. E. Bolan (1.1 Landar-BMC GT). **Fastest lap:** Lawson, 1 m 44.6 s, 77.44 mph. **Class winners:** Silverwood, Lawson, D. Welpton (1.1 Austin-Healey Sprite) and R. Shellard (1.8 MGB).

BRSCC Clubmen's Championship round, up to 1000 cc and 1000 to 1600 cc (8 laps): 1. D. Greensmith (1.6 Lotus-Ford 7), 15 m 42.6 s, 68.75 mph; 2. J. Wingfield (1.6 U2-Ford Mk 6); 3. W. Hare (1.5 Lotus-Ford 7). **Fastest lap:** Wingfield and Hare, 1 m 54.4 s, 70.8 mph. **Class winners:** D. L. Cook (1.0 DRW-Ford) and Greensmith.

F3 and formule libre (10 laps): 1. B. Maskell (F3 Chevron B9), 17 m 5 s, 79.02 mph; 2. B. A. Moore (F3 Titan Mk 3); 3. P. Craven (F3 Abraham BT21B). **Fastest lap:** Moore, 1 m 39.6 s, 81.33 mph. **Class winners:** D. Barker (FF Lotus 61E) and Maskell.

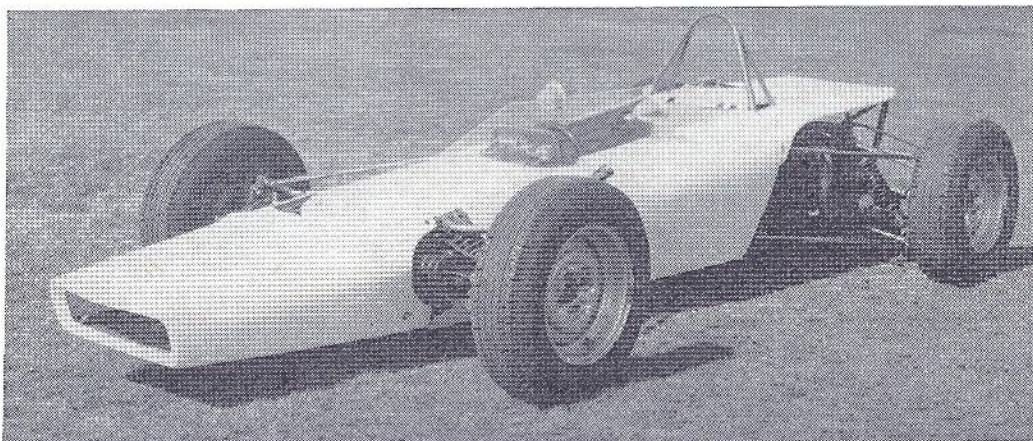
BRSCC Northern Saloon Championship round, 1001 to 1300 cc and 1301 to 2000 cc (8 laps): 1. H. Ratcliffe (1.3 Mini-Cooper S), 18 m 1.4 s, 67.4 mph; 2. B. Robinson (1.6 Ford-FVA Cortina Mk 1); 3. P. Hawthorne (1.3 Mini-Cooper S). **Fastest lap:** Robinson and Hawthorne, 1 m 55 s, 70.43 mph. **Class winners:** Ratcliffe and Robinson.

Formule libre (10 laps): 1. B. Maskell (F3 Chevron B9), 18 m 14.2 s, 74.03 mph; 2. D. Barker (FF Lotus 61E); 3. R. Pickering (FF Bee Gee RA2). **Fastest lap:** B. Moore (F3 Titan Mk 3), 1 m 46.8 s, 75.84 mph.



The start of the FF race, with poleman John Fletcher sneaking into the lead in his Merlyn.

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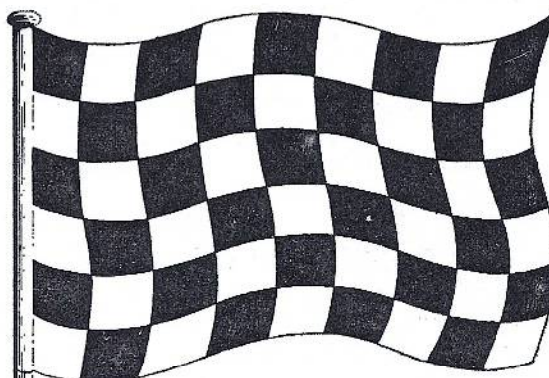
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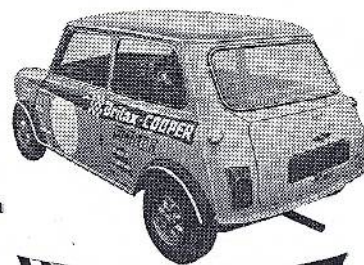
The Britax-Cooper-Downton team hope for another success in the B.R.S.C.C. International Trophy meeting at Crystal Palace on May 26th.

Last Year Britax equipped cars walked away with the British Saloon Car Championship. And this year we're sponsoring the official Cooper works team.

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What, where and when — previews of the Bank Holiday weekend's sport

AS on all British Bank Holidays, this weekend sees a tremendous amount of motor racing being organised up and down the country, ranging from the 34th running of Britain's oldest motor race, the Tourist Trophy, to a Mini Festival at Brands Hatch.

Although it has been downgraded from a Formula 2 to a Formula 3 event, the main race at Monday's BRSCC International meeting at the sylvan little South London circuit of **Crystal Palace** is amazingly international. A huge entry has been received, necessitating three 10-lap heats to weed out the qualifiers for the 25-lap final. The British Group 5 Championship contingent, from Falcons to Minis, are split up into two 15-lap races, and there is also the 10-lap Brian Lister Trophy race for historic sports cars, with David Beckett's Lister-Jaguar and David Muirhead's Lister-Bristol appropriately on the entry list. First race is at 1.30 am, preceded by a demonstration of famous Fords, and the public will be admitted to Monday morning practice (but not the Saturday sessions).

Crystal Palace F3 entries

France: Jean-Pierre Jaussaud, François Mazet, Bernard Plaisance (Tecno), René Ligonnet (Chevron), Patrick Champin (Merlyn), Jean-Pierre Cassegrain (Brabham).

Sweden: Reine Wisell (Chevron B15), Ulf Svensson, Rolf Tellsten, Max Bystrom, Jonas Qvarnstrom (Brabhams), Ronnie Peterson (Tecno), Leif Hallgren (Merlyn).

Switzerland: Jurg Dubler (Tecno).

USA: Roy Pike (Lotus), Mike Campbell (Titan).

Poland: Adam Potocki (Matra).

New Zealand: Howden Ganley (Chevron), Bill Stone (McLaren).

Australia: Tim Schenken (Brabham).

Denmark: Ole Vejlund (Titan).

Canada: Wayne Mitchell (Brabham).

Japan: Tetsu Ikusawa (Brabham).

Britain: Mike Beuttler, Cyd Williams, Alan Rollinson, Keith Jupp, Keith Holland, Bev Bond, Natalie Goodwin (Brabhams), Mike Beckwith, Mo Nunn (Lotuses), Peter Hanson, Barrie Maskell, Brendan McInerney (Chevrans), Tony Lanfranchi (Merlyn), Mike Keens, Peter Gaydon, John Kendall (Tecnos), Roger Keele (EMC), David Cole (Alexis).

The Tourist Trophy, which has changed so much over the years, is nowadays a 300-mile

round of the British Group 4 Championship, with Group 6 cars admitted, run over 110 laps of **Oulton Park**. With no fewer than 11 Lolas up against the lone F3L Ford of Frank Gardner, including the cars of Hawkins, Redman, Bonnier and Norinder, and a full line-up of 2-litre cars, Monday's race looks like being one of the best TTs for some time.

TT entries

Up to 2000 cc: Geoff Breakell, Derek Bennett, John Lepp, Pete Brown/Roger Enever, John Burton, Paul Ridgway, Peter Taggart/Tony Goodwin, Trevor Twaites/George Duncan, Phil Silverston/Nigel Moores, Guy Edwards/Mike Franey (Chevron-BMWs), Richard Brostrom/Masten Gregory (Porsche 910), John Spero, Richard Shardlow/John Quick (Porsche Carrera 6s), Tony Dean, Alain de Cadenet (Ferrari-Dino 206Ss), John Calvert, John Hine (Lotus 47s), John Miles, Brian Muir (Lotus 62s), John Moore/Rhoddy Harvey-Bailey (Ginetta), John Bridges, Andy Mylius (Chevron-FVAs), Bobby Bell (Piper).

Over 2000 cc: Frank Gardner (Ford F3L), Mac Daghorn (Ford GT40), Chris Craft, Richard Attwood, Digby Martland/John Woolfe, David Prophet, Trevor Taylor, Paul Hawkins, David Piper, Brian Redman, Jo Bonnier, Ficko Troberg, Ulf Norinder/Jack Oliver (Lola T70s).

The fourth episode of the Formula 5000 saga will be enacted on Monday at **Mallory Park**, in two 40-lap heats. The entry is similar to the previous F5000 races, with Pete Gethin's Church Farm McLaren, Andrea de Adamich in one of the Surtees TS5s, probably David Hobbs in the other, Mike Hailwood in Paul Hawkins' Lola, Robin Widdows having his first race in Sid Taylor's Lola and Keith Holland in the Alan Fraser Lola. There are two heats and a final for the Formula Ford brigade, and two Redex Championship saloon races; the meeting starts at 2.30 pm.

Apart from these three major Monday meetings, there are nine club meetings during the weekend. On Saturday the BRSCC are the hosts at **Rufforth**, near York, with races for saloons, prod sports cars, clubmen's cars, Formula Ford, GTs, and F3 and *formule libre*, starting at 2 pm. **Silverstone** will be in use on Saturday, Sunday and Monday: the first two days form the MG CC's Festival of Sport, with a 12-race meeting on Saturday,

starting at 12.30 pm and catering for MGs and Healeys of every age and description, plus a few non-Abingdon sports cars. On Sunday comes the club's California Cup Inter-Centre driving test meeting, contested by teams from each centre of the MG CC, followed by a *concours d'elegance* and a display of famous MGs. MG CC members from Holland, Australia, New Zealand, America and Scandinavia are expected to be there. On Monday at Silverstone there's one of the Nottingham SCC's excellent club meetings, and as usual the NSCC have attracted a very good entry for their nine races, which cater for Formulae Ford, 4 and Vee, prod sports cars, saloons, GTs and sports-racers, clubmen's and 1200 Formula cars and single-seaters. This one starts at 2 pm.

A 100-kms club saloon race is the main event at the BARC's Monday **Thruxton**, catering for Osram Championship contestants over 1000 cc. There's also a historic racing car event, and supporting saloon, prod sports and clubmen's races, and the meeting starts at 2.15 pm.

On Sunday at **Brands Hatch** there's another Mini-Festival, modelled along the lines of the events run for the last two years; apart from Lombank F3, STP GT, Amasco prod sports and Courage-Kent Messenger *formule libre* qualifiers, there are three saloon events catering for all sizes of Minis. Other attractions include a fuel consumption guessing contest with nine Minis as prizes, a tuning exhibition and Mini pop art competitions, and the fun starts at 1 pm, with the racing proper at 2.30 pm. Drivers of Minis are admitted free to this meeting.

Also on Sunday is the BARC's seven-race **Croft** meeting, while on Monday there are further clubbies in Wiltshire, Glamorgan, and Norfolk. At the BRSCC's **Snetterton** meeting there's a well-stocked Leston Formula Ford Championship round in two heats and a final, with supporting races for GTs and clubmen's cars, prod sports machinery and saloons, starting at 2.30 pm. Wales' only circuit, **Llandow**, features a six-race programme, with two FF events, and races for saloons, sports-racing cars and GTs, *formule libre* and prod sports, and this meeting starts at 2 pm. Further details of all the race meetings, hillclimbs, auto-crosses, sprints, driving tests and so on over the weekend can be found in the **AUTOSPORT Diary** panel below.

AUTOSPORT DIARY

INTERNATIONAL EVENTS

May 24/25. Indianapolis qualifying second weekend, Indiana, USA.

May 26. Grand Prix des Frontières, Chimay, Belgium (F3, FF, G5).

Vallelunga, Italy (F3).

Spring Holiday Crystal Palace, Sydenham, London SE19 (F3, G4, G5).

Tourist Trophy, Oulton Park, Cheshire (G4 & G6).

May 30. Indianapolis 500, Indiana, USA.

May 29/June 1. Acropolis Rally, Greece (European Rally Championship, Constructors' round 2).

June 1. Nürburgring 1000 Kms, Germany (FIA Constructors Championship G4 & G6, round 7).

Portuguese Grand Prix (F3, FV, G4 & G6, G5).

Jarama Two Hours, Spain (G5).

Jyllands Ring, Denmark (G5).

Keimola, Finland.

Grand Prix de la Châtre, France (G4 & G6, G5).

June 7/13. Scottish Rally.

June 8. Grand Prix du Limbourg, Zolder, Belgium (F2).

Grand Prix de Paris, Monthéry, France (F3, G4 & G6, G5).

BRITISH CLUB EVENTS

May 23/25. Manx Auto Sport National British Manx Trophy Rally, Sefton Hotel, Douglas, IOM. 87/3827603. 7 pm.

May 24. BRSCC (N) restricted Spring Bank Holiday meeting, Rufforth, near York. 2 pm.

MG CC closed race meeting. Silverstone, near Towcester, Northants. 12.30 pm.

Lancashire AC restricted Spring Meeting,

Woodvale Airfield. 2 pm.

Ulster AC closed Slalom, Ormeau Park, Belfast. 2.30 pm.

May 24/25. High Moor MC restricted Christie Cancer Rally, Gem Petroleum Ltd, Silver St Service Station, Oldham. 101/925048.

RAFMSA closed Gemini Rally, RAF Brize Norton. 158/288069. 10 pm.

Broxbourne MC restricted Badger Rally, Silver Bell Service Station, Reed, near Royston. 148/356363. 10.30 pm.

Hampton & DMC closed Acorn Trophy Rally, the Happy Motorist, Murrell Green Garage, London Road, Hartley Wintney, Hants. 169/7423550. 10 pm.

May 25. Mini Seven C restricted Mini Festival car races, Brands Hatch, near Fawkham, Kent. 2.15 pm.

Lincoln & DMC & LCC closed race meeting, Cadwell Park, near Louth, Lincs. 1.30 pm.

BARC (Yorks) restricted Spring Bank Holiday race meeting, Croft Autodrome, near Darlington, Co. Durham. 2.40 pm.

BARC (SW) closed hillclimb, Gurstons Down, Broadchalke, near Salisbury. 2.30 pm.

432 Solihull MC restricted sprint, Curborough Farm, near Lichfield, Staffs. 120/134127. 2 pm.

Hastings CC autocross, Westfield, Hastings, Sussex. 184/810139.

Borough 19 MC restricted Jet Championship Autocross, Pattenden Manor, Lingfield, Surrey. 171/409454. 2 pm.

Glossop & DCC closed Autocross, Heathgate Farm, Great Warford, Alderley Edge, Cheshire. 101/814776. 1.30 pm.

Chelmsford MC restricted autocross, Montpellier Farm, Writtle, near Chelmsford, Essex. 161/674056. 1.30 pm.

Rallye Renault, Woburn Park, Beds.

King's Lynn & DMC restricted Major Rally, Messrs Campbells Soups Car Park, 124/6271851. 10.15 am.

MG CC closed California Cup Inter-Centre driving tests, Silverstone, near Towcester, Northants.

Jowett CC closed International JCC driving tests, the lower Royal Hall Car Park, Harrogate, Yorks. 1 pm.

May 26. BRSCC (Midland) National Open Spring Bank Holiday Meeting, Mallory Park, near Kirby Mallory, Leics. 2.30 pm.

Hagley & DLCC restricted Kenrick Trophy race meeting, Castle Combe, near Chippenham, Wilts. 1.30 pm.

South Wales AC restricted race meeting, Llandow, near Cowbridge, Glam. 2 pm.

Nottingham SCC restricted Anniversary Race Meeting, Silverstone, near Towcester, Northants. 2 pm.

BRSCC (E. Anglia) restricted Spring Bank Holiday Meeting, Snetterton, near Thetford, Norfolk. 2.30 pm.

BARC Race Meeting, Thruxton, near Andover, Hants. 2.15 pm.

BARC (SE) restricted Rallycross, Lydden Circuit, near Canterbury, Kent. 1.30 pm.

Hagley & DLCC restricted autocross, Village Farm, Upton Warren, Bromsgrove, Worcs. 130/925678. 2 pm.

Liverpool MC restricted Players No 6 Autocross Championship round, Blacklow Hall Farm, Tarbock Rd., Huyton, near Liverpool. 100/438905. 2 pm.

Vickers Armstrong (Hurn) CC restricted Players No 6 National Autocross Championship round, Clumhill Horton, near Ringwood, Hants. 2 pm.

Wiscombe: Hepworth takes lead

By ROBIN REW

THE West Hants & Dorset CC took their turn to run a round of the Shell-RAC Hillclimb Championship last Sunday in the lovely setting of Wiscombe Park, Devon. The event, which had sponsorship from Guards, was as usual well organised but was marred by a nasty accident to Roger Hickman, who made a split-second mistake in his new FVA-powered Brabham BT29 which ended in a plunge into the little wood at Bunny's Leap. Poor Hickman had to be cut out of his car and was taken to hospital with at least a broken arm, while the Brabham was badly bent amidst.

The classes were mainly very hard fought, the class for the smallest touring, GT and prod sports cars being, however, won conclusively by Chris Cramer's Cooper S which now sports TJ fuel-injection. This has given him far more torque, which he used to beat off the challenge from Philip Button's well prepared Cooper S, which lacked the cross-flow head of the quicker car. Nick Rowe in his Imp, despite a locking brake, was a good third. The next larger class was won in fine style by Brian Preston's 1293 S, the only car to break 50 secs in the class although Jeff Goodliff was trying hard in the difficult Mini GT. The enormous power that this blown and fuel-injected car develops seems to come in lumps which the driver does not expect, the car darting from bank to bank with alarming rapidity on its noisy ascents. He made second place with 50.15 having spun on his first run, and this pushed Gerry Smerdon down to third in his handsome 1293 S.

In the 2-litre class Henry Blackledge was quickest on both runs with his 1330 cc Mini, finishing with a splendid 48.94. David Way was trying hard in his over-bored 1890 cc Ford-engined Morgan and got down to 50.31 to hold off Maggie Blankstone in her twin-cam Ginetta G12. Brian Alexander managed to keep 0.25 sec between him and Jack Maurice's Ferrari 250LM, his TVR-Buick being bang on form to take the big class. These two were alone in breaking the 50 secs mark, although third man Geoff Taylor tried hard in the TVR-Daimler, which was playing up with sooty plugs.

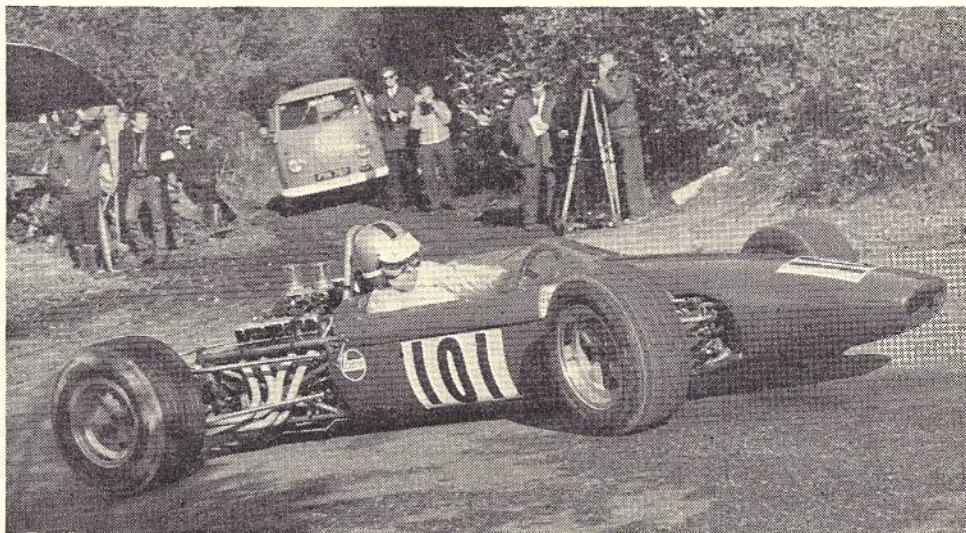
In the small sports-racing class Peter Voigt was easily quickest in the DRW-Imp with a 47.82 first run, his second being on a wet track. Martin Denman put in 50.54 in the cobby little Marden, which could climb the hill by itself it knows it so well, holding off Vic Hood's U2, another Wiscombe regular. David Good walked away with the bigger class in his brand-new Chevron B8. Jeff Hill used the twin-cam U2 built by Robin Skelcher and Dennis Firkins to maintain second in front of Bill Elmes (Palfrey-Ford).

Peter Kendall held off a buzzing challenge from the rest of the 500 brigade, which turns up in force nowadays thanks to the 500 Association. Geoff Inglis was the nearest to his Mk 8 Cooper with another Norton-engined specimen. In the next larger class, Brian Pickering upheld winning form with the venerable Cooper FJ, but Percy Hill (Cooper-Vincent) went as well as ever to hold off a most determined challenge from Fred Dicker, whose driving of the Mk 8 twin JAP was a joy to watch.

Sir Nick Williamson did a tremendous 43.78 run in his Vegantune BT21C to annex the 1600 class, on the second runs of which Hickman had his accident. Chris Court (BT21A t/c) did a polished 45.24, lacking the



Sir Nick Williamson is almost always third, but he put his knowledge of the hill to good use to take second place (in the absence of John Cussins) in his twin-cam Brabham.



Jimmy Johnstone, here at Sawbench in the ex-Roy Lane BT14-Buick, had to give best to Lane's new TechCraft on this occasion, albeit by less than a tenth.

traction of Sir Nick's wider-tyred car, while Spencer Elton made it through the dreaded Gate on all his runs to take third place in the ex Eaves BT18 t/c. The big single-seaters then did their stuff on a hill which really favours the nimble cars, only David Hepworth in the 4wd Hepworth-Olds and Ian Swift in the Swift-Ford being quicker than Sir Nick in the class below. As the track was damp for the second runs few improved on their first times, notably Clive Oakley in the Cooper-Daimler, and the order was left Hepworth with 42.78, Swift, who took the class award with an excellent 43.49, Roy Lane in the TechCraft-Buick, 0.25 sec in front of Jim Johnstone (BT14-Buick). Mike MacDowel, who still lacks sparks when it matters in his BT30X-Climax, was nevertheless making the best of it with a 47.28, with Bob Jennings in the same car following him up.

The championship runs were fast and furious as usual, although rain fell just as the last few climbed, putting Swift out of the position he should have earned as he had spun on his first try. First up was Jennings with (47.68), then Good (45.53) in the Chevron. Elton then did 46.66, and then came a splendid 45.04 from MacDowel. Court took his turn with 46.92, Johnstone made 46.28, Lane 44.70, and Williamson 44.58; then Swift spun away his chance, and Hepworth did an impeccable 43.18, only spoiled by a momentary hesitation on pick-up out of Sawbench.

On the second runs, the earlier runners had a dry track and thus Jennings improved to 47.45, which gave him ninth position, and Good to 45.53 to take sixth. Elton improved to 45.67, not enough, while MacDowel had his run last and in the rain because he was sharing the car. Court

improved just enough to take seventh in front of Elton with 45.63, while Johnstone replied to Lane with a 44.79, arranging for it to start raining for Lane who was next up! On the damp track Lane was slower, but just quick enough on his first run time to hold third spot from Johnstone. Sir Nick had already taken wind out of the V8 brigade's sails with his first run 44.58 so his 45.14 didn't lose him his second placing, for Swift had a wet track to deal with and was left 10th with 52.24, a big disappointment for this excellent performer. Hepworth, sure of first spot with his first run time, took it gently, perhaps relieved that John Cussins was absent because of his impending marriage.

BT21: D. Hepworth (4.5 Hepworth-Oldsmobile FF 4wd V8), 42.78 s.

Class winners: C. F. Cramer (1.0 Mini-Cooper S), 50.04 s; B. Preston (1.3 Mini-Cooper S), 49.35 s; Dr R. D. Blackledge (1.33 Mini-Cooper S), 48.94 s; B. G. Alexander (3.5 TVR-Buick), 48.28 s; P. Voigt (1.0 DRW-Hillman Mk 4), 47.82 s; D. R. Good (2.0 Chevron-BMW B8), 46.34 s; P. C. Kendall (500 Cooper-Norton Mk 8), 50.31 s; B. Pickering (1.1 Cooper-BMC T65), 47.51 s; Sir N. Williamson (1.6 Brabham-Ford BT21C t/c), 43.78 s; I. Swift (4.7 Swift-Ford V8), 43.49 s.

Shell/RAC Hillclimb Championship, round 3
1. Hepworth, 43.18 s; 2. Williamson, 44.58 s; 3. R. T. Lane (3.5 TechCraft-Buick V8), 44.70 s; 4. J. Johnstone (3.5 Brabham-Buick BT14 V8), 44.79 s; 5. M. G. H. MacDowel (2.0 Brabham-Climax BT30X V8), 45.04 s; 6. Good, 45.53 s; 7. C. B. Court (1.6 Brabham-Ford BT21A t/c), 45.63 s; 8. N. S. Elton (1.6 Brabham-Ford BT18 t/c), 45.67 s; 9. R. C. Jennings (2.0 Brabham-Climax BT30X V8), 47.45 s; 10. Swift, 52.24 s.

Current championship positions

1. Hepworth, 29 pts; 2. Williamson, 23; 3. Lane, 22; 4. Johnstone, 20; 5. Cussins, 19; 6. MacDowel, 9; 7. Good, 7; 8. Scragg, 6; 9. Griffiths and Court, 5; 10. Rollason and Swift, 4.



Rallies

Texaco national: short and Curley's

CAHAL CURLEY and Austen Frazer in an Escort TC, winners of the 1968 Ulster rally championship, made an excellent start to their 1969 season by winning the first Texaco National British rally last weekend.

The Texaco is a new name to the Ulster rally scene, but it is a worthy successor to its predecessors the Starlight and Northern Lights rallies. The reason for the change in name was the difficulty in obtaining road closing orders, and the Larne MC and Mid-Antrim MC decided to combine forces; from this amalgamation the Texaco was evolved. The Texaco oil company, known before as Regent, have supported the Starlight for many years.

The rally took on a similar pattern to the Starlight and consisted of 18 special stages

totalling 135 miles, 100 of these being over closed tarmac roads *à la* Circuit. Navigation around the 350-mile route was simple.

The biggest entry ever for an Irish event bar the Circuit was received, and there were four reserves over the maximum 120 entry list. All the top names in Irish rallying had entered, and it was good to see Ronnie McCartney and Mike Hart, winners of the Starlight last year, making an appearance after a short retirement seeded at number 1. Adrian Boyd/Beatty Crawford were seeded number 2 in their Circuit Cooper S. After his performance in the Circuit Bill Coleman was seeded at 3 in his Escort, but he failed to make an appearance, possibly due to the effects of the Welsh.

Another non-starter was Robert McBurney, who burnt a piston in his Porsche-engined VW on the afternoon of the event. He had imported Barry Hughes from Wales to sit in the hot seat.

Three club members volunteered to open the roads, but Derek Boyd/Norman Smith failed to appear and so it was the Midgets of Ken Carson/Victor McBurney and Ian Woodside/Charles Crawford who led the field to the first stage, the ultra-fast six miles over Starbog.

SS1 Starbog 1 (6 miles): 1, K. Carson/V. McBurney (Midget), 6 m 5 s; 2, A. Boyd/B. Crawford (Cooper S) and R. White/H. Hagan (Cooper S), 6.10; 4, I. Woodside/C. Crawford (Midget) and D. McKeag/H. P. Brown (Escort TC), 6.15; 6, D. McCartney/N. Henderson (Cooper S), 6.20.

The very rough Carneary Forest had to be included at the last minute as the organisers were refused permission to use Water Commission land following the recent spate of blowing up of water mains.

SS2 Carneary Forest (2 miles): 1, G. McBurney/W. Carson (Escort TC), 3.00; 2, A. Boyd and White, 3.20; 4, C. Curley/A. Frazer (Escort TC), 3.23; 5, Woodside and D. McCartney, 3.25.

In contrast to Carneary the next forest, at Ballyboley, was very smooth but slightly more treacherous, and both Ray McBurney/Brian Rowan (VW) and Brian Boyd/Bertie Campbell (Cooper S) slid off at the same spot, although they were able to get back on without any trouble.

SS3 Ballyboley Forest (3 miles): Carson, A. Boyd, Curley, White and D. McCartney all clean.

The cars now returned to the Starbog and, despite it now being dark, most drivers made a considerable improvement over their first time.

SS4 Starbog 2 (6 miles): 1, White, 5.40; 2, G. McBurney, 5.45; 3, Curley, 5.57; 4, A. Boyd, 5.58; 5, Woodside and Carson, 6.00.

The next two stages, Orra Lodge and Torr Head, were the same as used in the Circuit but in the opposite direction. Both were extremely treacherous and claimed many victims. One bend in particular on Orra Lodge claimed at least six cars, the most noted being Adrian Boyd's Cooper S, which slid wide, nudged a bank and slowly turned over onto its side. Ken Shields implanted his Viva well and truly in the scenery on Torr Head, while Ronnie White clipped a rock and broke a tie rod.

SS5 Orra Lodge 1 (10 miles): 1, Curley, 8.59; 2, M. Johnston/H. Johnston (Mini-Cooper), 9.10; 3, G. McBurney, 9.17; 4, D. McCartney, 9.37; 5, J. L'Amie/J. Grant (Escort TC), 9.39; 6, Carson, 9.40.

SS6 Torr Head 1 (9 miles): 1, Curley and J. McClean/H. Patton (Cooper S), 10.55; 3, N. Smith/R. Foote (Cooper S), 11.25; 4, D. McCartney, 11.27; 5, Carson, 11.40; 6, J. P. O'Carne (Lotus Cortina), 11.55.

A forestry stage now followed at Ballypatrick, and on this George Windrum/Jimmy Fitzsimmons (Rapiere) came to a halt with a broken differential.

SS7 Ballypatrick Forest (6 miles): 1, Curley, 8.50; 2, B. Boyd/B. Campbell (Cooper S), 8.52; 3, R. Reid/A. McConnell (Imp), 9.07; 4, J. Campbell/D. Gillespie (Imp), 9.14; 5, D. McCartney, 9.20; 6, Smith, 9.22.

The cars then returned to Orra Lodge, which by this time was covered by fog. Ernie McMillen rolled Stanley Fahin's Cooper S on the road section, the latter sustaining a broken arm. Brian Robinson/Miss Helen Potter came unstuck at the same bend as Adrian Boyd, and unfortunately rolled.

SS8 Orra Lodge 2 (10 miles): 1, Curley, 9.30; 2, B. Boyd, 9.59; 3, D. McCartney and A. O'Hara/B. O'Kane (Cooper S), 10.10; 5, J. Kerr/M. Kernaghan (Mini-Cooper) and B. Reid/A. Burnett (Imp), 10.12.

Torr Head was also repeated, and Ken Carson hit a bank but was able to continue after a short delay.

SS9 Torr Head 2 (9 miles): 1, Curley, 11.00; 2, D. McCartney, 11.20; 3, Woodside, 11.30; 4, R. Nesbitt/D. Trimble (Cooper S), 11.35; 5, Smith, 11.40; 6, B. Boyd, 11.45.

Three forestry stages now followed, after which there was a short supper stop in Garvagh.

SS10 Ballycastle Forest (5 miles): 1, Curley, 7.59; 2, Smith, 8.18; 3, D. McCartney, 8.19; 4, Nesbitt, 8.22; 5, H. McCathcart/G. Morrison (Cooper S), 8.36; 6, R. McCartney, 8.39.

SS11 Springwell Forest (6 miles): 1, Curley, 8.27; 2, D. McCartney, 8.40; 3, Smith, 8.55; 4, Johnston, 9.02; 5, Carson, 9.03; 6, R. McSpadden/D. Grieve (VW), 9.04.

SS12 Cam Forest (6 miles): 1, Curley, 7.17; 2, Nesbitt, 7.39; 3, D. McCartney, 7.43; 4, Smith, 7.57; 5, O. Hadden/D. Elliot (Escort TC), 7.58.

AUTOSPORT, MAY 23, 1969



Cahal Curley/Austen Frazer set fastest time on 13 of the 18 stages with their winning Escort TC; this is SS9 Torr Head.

club news

After the supper halt, the cars headed south into the Sperrin mountains, where there were two more closed road stages, Glenlark and Slieve Gallion, each of which had to be traversed twice and Davagh Forest which was very rough. John L'Amie retired here with no gears in his Escort.

SS13 Glenlark 1 (14 miles): 1, Curley, 18.44; 2, D. McCartney, 17.12; 3, Hadden, 17.14; 4, Johnston, 17.17; 5, C. Gunn/P. Phelan (Escort TC), 17.31; 6, Smith, 17.32.

SS14 Davagh Forest (7 miles): 1, Curley, 10.58; 2, D. McCartney, 11.26; 3, Gunn, 11.30; 4, Woodside, 11.42; 5, McSpadden, 11.46; 6, T. Harryman/N. Taylor (NSU TT), 11.53.

SS15 Slieve Gallion 1 (10 miles): 1, Curley, 11.26; 2, D. McCartney, 11.59; 3, Gunn, 12.15; 4, Woodside, 12.25; 5, Smith, 12.27; 6, Johnston, and McClean, 12.29.

Norman Thompson rolled his Cooper on Slieve Gallion, and Neville Johnston also ended his run here when he slid off, hit a rock and damaged the driveshaft in his Toyota Corona.

SS16 Glenlark 2 (14 miles): 1, Curley, 17.30; 2, D. McCartney, 17.45; 3, Gunn, 18.09; 4, Johnston, 18.25; 5, Smith, 18.26; 6, Hadden, 18.34.

SS17 Slieve Gallion 1 (10 miles): 1, Hadden, 11.18; 2, Curley, 11.26; 3, D. McCartney, 11.40; 4, Smith, 2.01; 5, McClean and Cathcart, 12.20.

All that remained for the decimated field was a long run to Ballymena, where there was a short stage around Clinty Quarry.

BEATRY CRAWFORD.

SS18 Clinty Quarry (1 mile): 1, D. McCartney, 0.55; 2, McClean, Smith and Gunn, 0.56; 5, McSpadden and Harryman, 0.57.

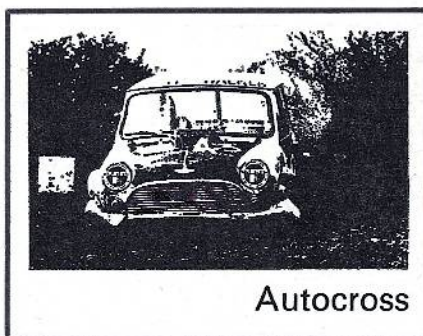
Experts: 1, C. Curley/A. Frazer (Ford Escort TC), 160 m 39 s; 2, D. McCartney/N. Henderson (Mini-Cooper S), 166 m 10 s; 3, N. Smith/R. Foote (Mini-Cooper S), 172 m 10 s; 4, C. Gunn/P. Phelan (Ford Escort TC), 174 m 54 s; 5, I. Woodside/C. Crawford (MG Midget), 177 m 29 s; 6, J. McClean/H. Patton (Mini-Cooper S), 183 m 54 s.

Semi-experts: 1, H. Cathcart/G. Morrison (Mini-Cooper S), 177 m 34 s; 8, M. Johnston/H. Johnston (1.0 Mini-Cooper), 177 m 43 s; 3, G. McBurney/W. Carson (Ford Escort TC), 180 m 33 s.

Novices: 1, F. A. Wadsworth/D. Blaney (Ford Cortina 1600E), 141 m 47 s; 2, E. Clarke/M. McGrath (Ford Escort GT), 151 m 39 s; 3, M. Pedlow/N. Reid (Mini-Cooper), 152 m 30 s.

● A record entry of 124 will be taking part in the **Manx AS Manx Trophy Rally** in the Isle of Man this weekend, round 8 of the MN-Castrol championship and an RAC qualifier. Included are previous winners David Friswell (Lancia) and Norman Harvey (Cooper S), Manxmen John Huyton (Lotus Cortina) and Dennis Easthope (Cortina GT), and Tony Fall in a Jolly Club Lancia. Pat Moss is in another Jolly Club Fulvia, and among the rest of the entry are Ulster champion and winner of last weekend's Texaco national Cahal Curley (Escort TC), Roy Fidler (BMW), John Bloxham and Jimmy Bullough in their Escort TCs, Texaco runner-up Des McCartney (Cooper S) and Colin Malkin, teamed with AUTOSPORT's John Davenport, in his Imp. The three-day rally consists of 37 stages on closed public roads and will be started by Erik Carlsson on Douglas prom at midnight to-night (Friday).

● Last weekend's Dimanche Tour daylight special stage rally was won by David Minchin/Colin Hearn in a 1.3 Cooper S, who chose this event to try to see what would break on the Scottish. They conquered endless troubles caused by a loose tie-bar bracket to win the **Farnborough & DMC** event co-promoted with the **Guildford MC**, by 6 secs from Colin Barrell/Brian Rann (Cortina GT) after the 10 stages.



Autocross

PN6: Soggy SE round two to Cooper S

THE West Essex CC last Sunday carried on the wet tradition that this year's Players series seems to be gaining. This second SE area event was held on the club's very fast Stapleford Tawney track, but it rained throughout the previous day and the thick mud caused practice times to be around the 5 mins mark. This, coupled with the general apathy of the drivers regarding practice, made the start about 90 mins late and, even though the track had dried out, it was decided to have only one run. The top muddy surface was taken off during practice and the sun kept out for most of the runs, so times got faster and faster.

An entry in excess of 130 should have provided thrilling racing and it certainly did for the only run and the eliminator, for which 60 cars turned out! Bill Meade, the rally chief of Ford Competitions' engineering side, was sharing Barry Lee's Escort and Lee's suspension had been fully sorted out by the Coventry Service Station team. Derek Hearn's Twin Tiger special, which had suffered gear malades at the last meeting, had a servo system for the rear change fitted, and this improved the cable drive a little but the full potential of the car is yet to be seen.

Class one, the small Mini brigade, was massive and the dices numerous. It was a pity that there were not two runs as some of the faster drivers were a delight to watch. John Gieves in his very well turned out 850 Mini, by Swiftone, went fantastically and almost took the class, but he could not quite catch the winner, Dave May in his 999 Cooper S. Brightest car in the class was Peter "Taffy" Jones, whose Mini was finished in a Dayglo yellow with red arrow on the roof.

Last year's smaller sports and GT cars were, in the main, undersubscribed but this year the entries are good. Nick Ramus and his Nerus Sebring Sprite once more walker over the opposition, this time by 4 secs. Mike Berg's Spitfire, now with full Davrian fibre-glass body and coil-spring/shock rear suspension, although misfiring, made third by 0.4 sec from Chas Moss' Mk 1 Sprite, John King taking his Sprite into second spot. Another large class was the under 1300 conventional drive cars, 27 coming to the line. Stephen Hoy and Trevor Jones, both in 1300 crossflow Anglias, had a close run but the former baulked Jones at the hairpin, and just after that Jones' throttle cable broke. After a bit of wrangling Jones had a re-run and made the best time in his class, beating

Tony Merridale's Broadspeed Anglia by 0.2 sec, with Malcolm Wickens' 1300 Anglia third. Another good dice came from Peter Warren's 1300 Anglia and Val Norton in her 1200 Anglia, which caused a dent to Warren's car—most unladylike!

The specials were thin on the ground but were fast, being led by Barry Walter in the Aberties after the Baconslicer, driven by Harry Dickinson, had retired during a very fast-looking run. Arnold Butcher (Lotus 6) was a highly deserved second, he being one of the jolliest and lighthearted competitors around the areas.

BTD up until then stood at 2 m 11.4 s, and most people thought that this would be hard to beat. But with a drying track, the big Mini class had its first three cars under it. Crescent Racing's 1275 Mini, in the hands of Ron Jones, led the class—Jones will be the man to watch this year. John Piper and Mick Bolton followed closely behind Jones' time of 2 m 9.0 s with 2:9.6 and 2:9.8 s respectively. Both Piper and Bolton went out on their run together, and the Baldyn car was about a Mini's bonnet behind over the line.

As with the last South Central meeting, the TVR Tuscans of Tom Osmond and Mike Day put their V8 power to good use, Osmond beating Day again by only 0.2 sec. Tim Graham was the only other one in it, and he put his Elan in third spot with no trouble. Paul Korrige was spectating, as his Europa is still having a Hewland box fitted by the Nagspeed *équipe*.

Griff Griffiths has been suffering from a lot of bad luck lately, and always goes very well in practice but something always happens in the runs. This time, all the more so as it was a "death or glory" run, he had the misfortune of having a track-rod break which sent the VW-Porsche off. Laurie Manifold's car was also off-road and so Bob Piper's car held up German honours by taking the class. The brothers Smith, Tony and Dave, were second and third, the fastest Imp pilots in the area.

The big boys class lacked Rod Chapman, who is taking a rest, but the quality was very high. Trevor Fox was up for an out-of-area peek and saw that the home drivers were very quick. His 1600 Anglia t/c was beaten by the Escorts and Jim Wicks' similar car. Barry Lee was the moral winner of the class after a run which was only 0.6 sec off BTD, but a marshal gave him a flag penalty; many people saw that it was not deserved. But rules are rules, and so Wicks' very good run gave him the class, with the "Boss," Bill Meade, second in the works Escort and Ron Douglas' 1650 Escort third. Kenny Bray was very fast in the mud in his 2-litre Vitesse, but as the course dried he lost the advantage, as did John Taylor's Volvo, the winner last time out.

TONY WILLSON.

BTD: R. Jones (1.3 Mini-Cooper S), 2 m 9.0 s.
Class winners: D. May (1.0 Mini-Cooper), 2 m 32.6 s; N. Ramus (1.3 Austin-Healey Sebring Sprite), 2 m 28.8 s; T. Jones (1.3 Ford Anglia), 2 m 21.4 s; B. Walter (1.5 Aberties-Ford Spl), 2 m 11.4 s; Jones; T. Osmond (4.7 TVR Tuscan), 2 m 14.0 s; R. Piper (1.6 VW), 2 m 20.0 s; J. Wicks (1.6 Ford Anglia t/c), 2 m 11.6 s.

● There are two PN6 autocrosses on Whit Monday. The second SW area round is being held by the **Vickers Armstrong (Hurn) CC** at Clumphyll Horton, near Ringwood in Hampshire, starting at 2 pm, and the second Northern round will be run by the **Liverpool MC** on a 3-mile course at Blacklow Hall Farm, Huyton. Among entries for the latter meeting are Eric Clegg in Leda 1, Colin Wild and Stan Clark (Escorts), Jeff Williamson (Elf), Don Robinson and John Kitchen (Downton Sprites), John Akers (Porsche 911) and Ian Gough (Anglia), and it also starts at 2 pm.

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AUTOSPORT

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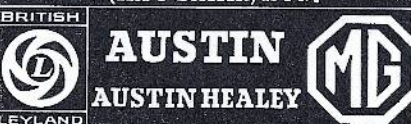
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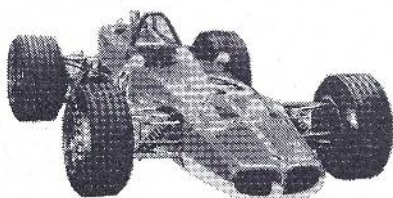


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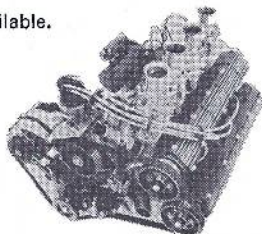
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1966 M.G. Midget. Red, black interior, w/w, many extras. £345

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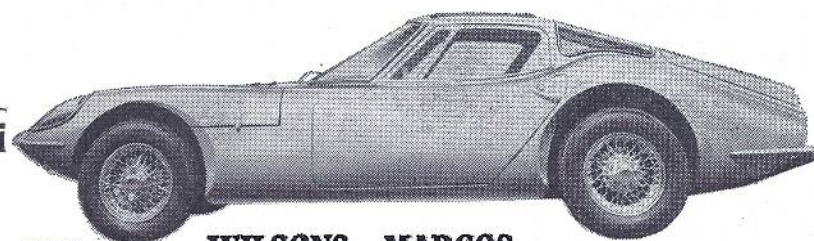
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67. White, w/w, radio, one owner. £845

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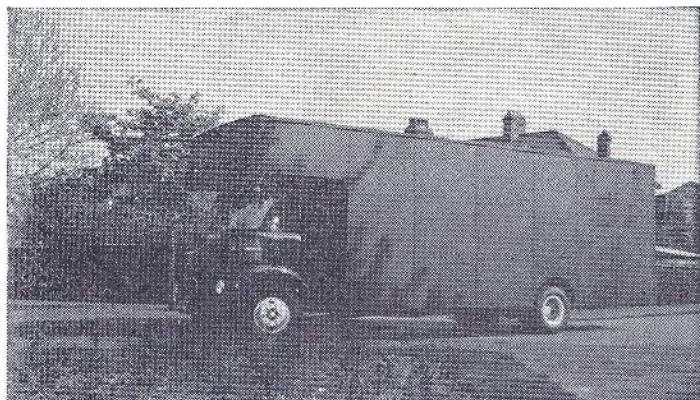
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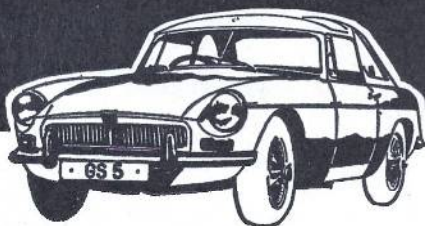
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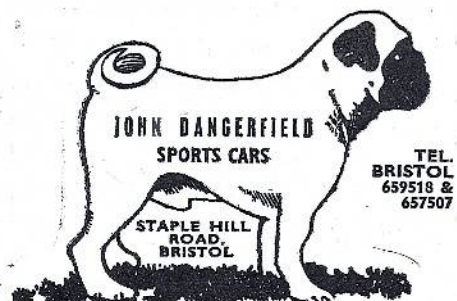
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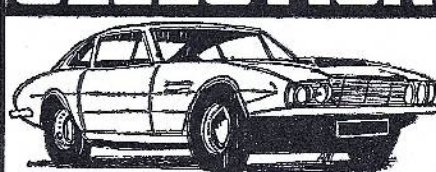
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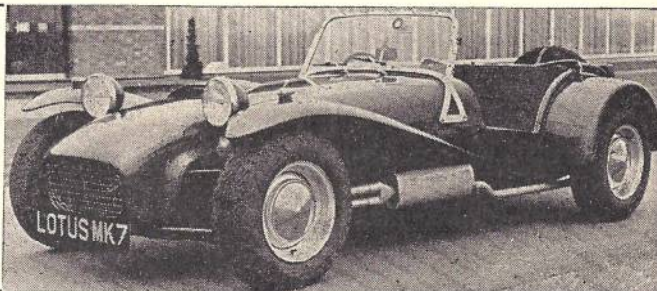
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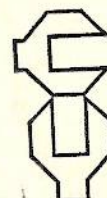
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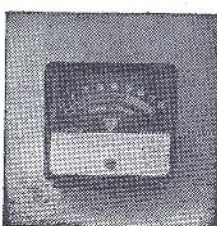
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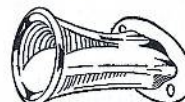
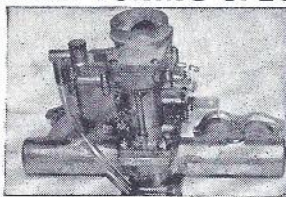


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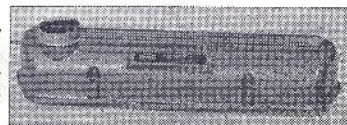
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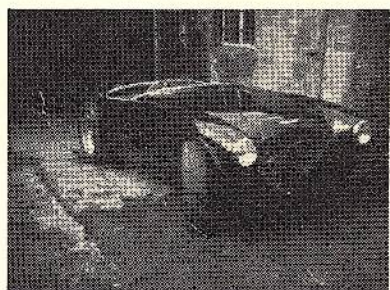
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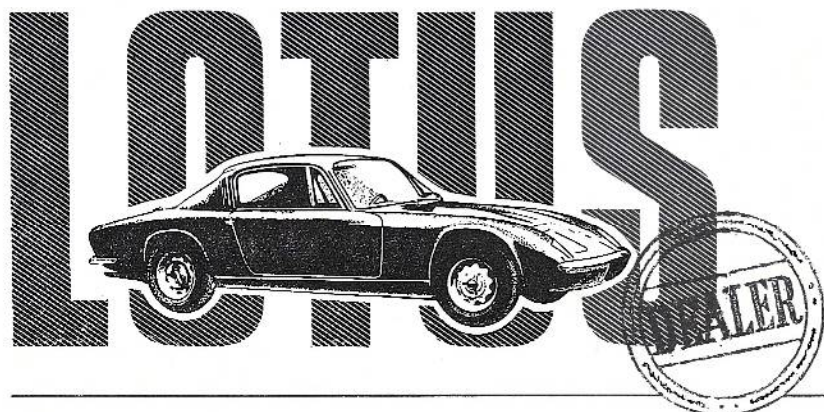
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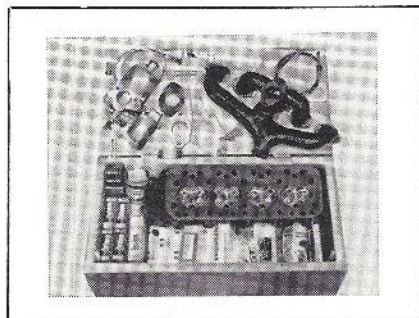
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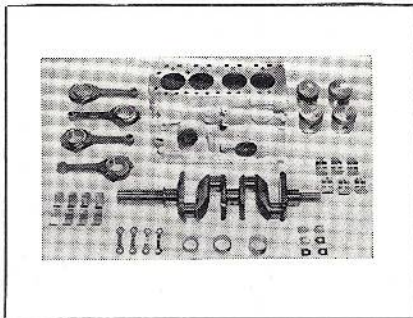
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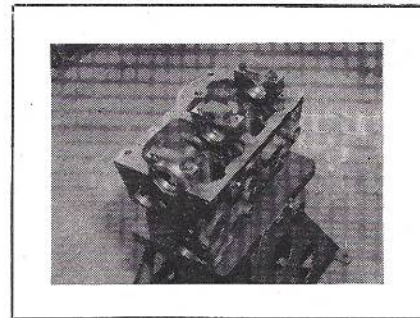
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